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6 TIPS THAT WILL SAVE YOUR LIFE

THE WOW STUFF

AMAZING GEAR THAT
BLEW US AWAY IN 2014

A SIMPLE TRICK TO
PERFECT TYRE PRESSURE

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SKILLS
NEVER GET DROPPED

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THE RIGHT WAY TO
PROTECT YOUR EYES

P.43



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...talks bikes, beards, and
being a Pro Tour rider, all the
way from Namibia. p50

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The Wow Stuff

We were bombarded with gear during 2014; some of it was brilliant, some of it... not so much. So we went through our storeroom and found the stuff that really changed our lives. Not all of it is ride- or bike-specific – but it all makes being a cyclist great.

By Oli Munnik

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The Change A Life Masquerade Tour brought together SA's top corporate names to ride in aid of crime prevention. It also revealed that while they may be all about the office and boardroom politics, they mean business on their bikes too.

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Boom!

Cycling is a simple task, based on turning pedals to move in a forward direction. But it's made complicated by mechanics, etiquette and maintenance. Here's some simple advice for taking away the complications so you can enjoy your ride.

By Bicycling Staff

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Share The Road

Road cycling has come under a lot of fire, with many cyclists opting for the 'safety' of the MTB trail. So we found some leading cycling safety brains (and you) to give us practical advice on being safer – so you can get back on the road.

By Jacqueline Itsines and
André Valentine

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Dan Craven rides the Specialized Tarmac SL4 | Photograph courtesy of Rapha





BUILT TO SHRED



VIPA TEAM ISSUE

RACE PROVEN, FULL CARBON SUSPENSION FRAME Full carbon construction with 80mm of efficient suspension travel. | MOMSEN DESIGN 1X CHAINSTAY New for 2015. Optimized for running 1x 11 gearing. | New SHIMANO XTR 1 x 11 complete drivetrain. | FOX FLOAT CTD FACTORY FORK WITH KASHIMA AND REMOTE LOCKOUT, Fox's premium 29er 100mm travel fork. 15mm Lowers. Remote Lockout. | FOX FLOAT CTD FACTORY REAR SHOCK WITH KASHIMA/BOOST VALVE/REMOTE Custom tuned flagship rear shock. Remote Lockout.



WWW.MOMSENBIKES.COM



FIRE IN THE SKY

PHOTOGRAPH BY GARY PERKIN

Don't put off the 5.30am starts – because you just never know what you might miss out on. This sunrise during the Trans-Provence stage race was one of the most awe-inspiring ones I've ever seen, and stopped us in our tracks – despite the icy wind that was blowing across the col, at 2 080 metres above sea level. But it doesn't matter if you get out there early or late... as long as you get out there.

WHERE Col des Champs, Alpes-Maritimes, France

WHEN 2014/09/23, 07:06:43

METADATA Canon EOS 5D Mark II 70-200 L f/2.8, 1/1250s @ f/2.8 ISO 1600

Download as a wallpaper at bicycling.co.za/wallpapers







THE BIG JUMP

PHOTOGRAPH BY CRAIG DUTTON

During the recent Change A Life Tour in the Western Cape, former pro and Tour de France stage winner Robbie Hunter was the guest of honour, and was always up for some fun. While visiting a local home during the Tour's stay in Darling, and watched by his Tour teammates, Hunter designed a ramp in the small garden and borrowed one of his fellow riders' bikes to show off his skills. However, the impact of his landing broke the frame; a new one had to be ordered for the mountain-bike stage, held later in the tour.

WHERE Darling, Western Cape

WHEN 2014/09/14, 17:06:43

METADATA Canon EOS-1D X, EF16-35mm f/2.8, 1/640s @ f/5.6 ISO 1600

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SEEK AND ENJOY

PHOTOGRAPH BY EWALD SADIE

Looking for new and epic locations to ride can be pretty difficult, as you never know what you're going to find, even after riding and hiking for hours. But if you stay on it, you bump into gems like these – a trail leading into a boulder-filled cave, with the most amazing textures and red and yellow colour palette, and a shallow stream running through it. The perfect end to a very hot afternoon.

WHERE Mathieu Hamel's Secret Spot

WHEN 2014/09/13, 18:10

METADATA Canon EOS 5D Mark III, f4 L shot @ 17mm f4, 1/1000, ISO 1250

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Actions speak louder than words



What's your perception of 1.5 meters? Is it from here to there or further away? 1.5 meters is the length of an average bicycle.

Longer than you thought? Next time you drive past a cyclist, err on the side of caution and give them an extra-wide berth, because...

cyclists stay alive at 1.5!



Bicycling.

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RANTS AND RAVES

WINNING LETTER

Real Friends

A few months back you published my letter ('Big Talkers', *Bicycling* Sept 2014), in which I blatantly called out my riding buddies. In the time since then I've had two shoulder ops, and those same mates were the only ones, besides my wife, who came to see me. They fixed my bike and never left me out: whether it was just to meet at a coffee shop, or to watch them get their new bikes fitted. When I started riding again, like true mates, they took me to some difficult trails and put the hammer down. Better friends a guy couldn't ask for.

- DWAYNE CRUICKSHANK

Jellies And Water

Recently, we entered our very first race: the Rand Water Race For Victory. We received goodie bags sponsored by Energade, advertising (but not containing) Enerjellies. But thanks to Rand Water – the irony! – we'd been without water for three days at that point. And the advert rubbed off on our hands. We had navy-blue paws, without a drop of water to wash them with – and with no Enerjellies in the goodie bag to make it better. Thankfully, our water was restored in time for us to have a nice hot shower after the race, and we did surprisingly well – for total beginners. (And despite the lack of Enerjellies.)

- MICHELLE MARILLIER

RACING BUZZ



▲ "Pristine area, fantastic race-village vibe, well organised, beautiful scenery, what more??"

- KEVIN RECORD, ON THE ISIMANGALISO MTB 4-DAY RACE

"A really nice ride. Good clean roads. Will definitely do this again!"

- DEREK CONRADIE, ON THE VORTEX CYCLE CHALLENGE

"Well organised, great weather, fast route and lovely atmosphere. Will be back!"

- DENNIS LAWRIE, ON THE SWAZI TRAC 3 RESERVES MTB RACE 2014

"Absolutely excellent race – well organised, and manageable for us old ladies!!! Thanks everyone for a super race. Really good."

- FRANCES TAKIS, ON THE SWAZI TRAC 3 RESERVES MTB RACE 2014

SUPPLIED

WHAT IS IT?

Cyclism: BOMB \ noun

Many explosive meanings, but in cycling it's a canister containing pressurised CO₂, used to inflate a tyre quickly. To avoid being mistaken for a terrorist, don't mention your

Gentlemen Of The Road

I ride on the Polkadraai road from Stellenbosch to Kuils River, where there's a difficult section due to road works. One Saturday morning as I was about to go into this section, a motorist signalled me to proceed, put on his hazard lights and stayed behind me, holding the other traffic back until I reached the end of the detour. I want to thank the driver of the metallic-silver Toyota for his concern for my safety, and for taking the initiative to escort me through. You're an officer and a gentleman; I salute you, sir.

- DERICK HAYWARD

WRITE & WIN

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READER TWEETS

@oj82 (Ockert Brits)

"@Bicycling_SA this made me lag >>
Buitelandse Binnebandlose Buiteband
#séeditinafrikaans #tjoepliss"



@Audiphile021 (Steve Elsworth) ▶

"@bicycling_sa we start them young
in this family. #velolife #cycling
#healthylife"

@urbanrouleur (Urban Rouleur)

"Good read! 'How lifting heavy weights
with your legs can improve your
endurance @Bicycling_SA' #cycling
#strength"



@liezelIV (Liezcel vd Westhuizen) ▶

"@Bicycling_SA love the latest issue –
look --> there's a giraffe story!"

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Project 101

AN OLD FRAME, EVEN OLDER WHEELS – AND AN APPRECIATION FOR THE PROCESS.



I

THE COLUMBUS SINGLE-SPEED STEEL FRAME WAS PROCURED FROM THE GARAGE

OF MY YOUNGER BROTHER IN ENGLAND, the wheels built at Mean Machine in Germiston in 1992, the groupset – Shimano 600 – came from a 15-year-old Orbea, and the seat (a classic San Marco Rolls) off my first-ever road bike, bought in 1991. The plan: to build, from bits and pieces, a 1x10 road bike; a workable, everyday commuter and trainer.

At the time of writing, the project has taken almost 10 months and still isn't finished. Though it's not like we've rushed it; it's been one of those undertakings where we'll spend a couple of hours working on it on a Saturday afternoon, but then as work and studies take precedence, we leave it for a couple of weeks while we mull over the paint job, decide on the right gearing, and philosophise about whether full retro is as good as a mix of modern tech and old-school cool.

When I say 'we', I mean my eldest son and I. He's also a mad cyclist; lives to

ride, and has as much passion for bikes as anyone I've ever met.

Even the editor of *Men's Health* has brought him in to consult on turning his old Trek 26er into a commuter, while his own requirement for a daily-use single-speed means he's turned old parts into a new bike once before.

Sometimes, to the annoyance of our other halves, we obsess over bikes, perhaps more so than we do over the training needed to ride them. Even though we come from entirely different generations, we concur on most things – from the subtlety of having just the right shade of brown handlebar tape (which is harder to find than you might think!) to the simple pleasure of a 1x10 configuration on a road bike and a 36-spoke, hand-built wheel that has remained in true for almost 25 years.

At one stage, when we figured out that we'd have to send the frame away to have a derailleur hanger welded on, we considered simply buying a fully-

functional, geared road frame off the internet. But we very soon agreed: it *had* to be the frame my brother had given us.

There is amazing beauty in the machines we ride as cyclists: the sleek lines of modern carbon frames, complicated dual-suspension MTBs, all the way to the trendy world of deep-sectioned single-speeds.

...there's no doubt that we have an emotional attachment to our bikes.

As riders, we fall in love with these machines; and there's no doubt that we have an emotional attachment to our bikes. You have our permission to have feelings – we do!

Mike
EDITOR
@MIKEFINCHSA

MIKE FINCH



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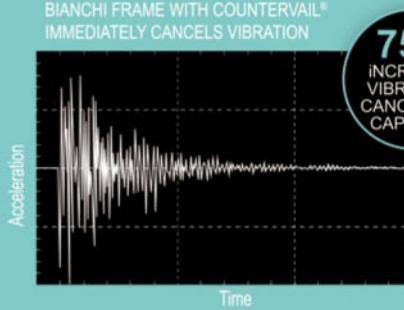
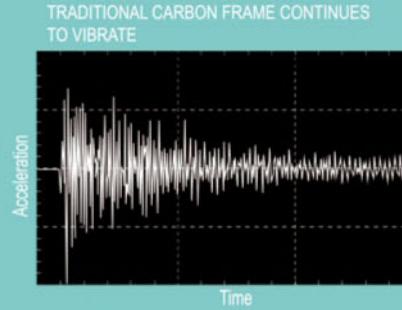
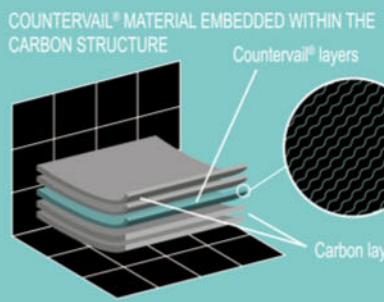
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- Maximized ride control and handling under normal to extreme vibration loads
- Reduced muscle fatigue and increased energy savings in distance rides
- Increased rigidity and peak power output over long distances



SEE THE SIGHTS

A Lot At Steak

It's December – and that means holidays, parties and festivity. But while you're taking it easy, don't forget your bike: keep the weight off this festive season with these simple tactics ('Holiday Cheer', p32), find the best saddle fit ('Saddle Satisfaction', p34), pick up some nifty pack-riding skills for those holiday group rides ('Hang With The Pack', p38); and if your sweet tooth gives you trouble, shut it up ('Yummy Gummies', p46).

But most importantly: enjoy your rides. Get some fresh air, and see some wildlife – like the cyclists in this picture did while riding the Fedgroup Berg & Bush in KwaZulu-Natal. – A.V.

KNOW HOW

Body | Personal Trainer | Eat | Fetish | The Stop

EDITED BY ANDRÉ VALENTINE



THIS MONTH WE...



...Shed A Tear For ANDY SCHLECK RETIRING

Well, crocodile ones mostly. At one time the man from Luxembourg was everyone's favourite pro. He rode valiantly and bravely, pushing his boundaries and holding his own. And all he had to show for it was a win in Liège-Bastogne-Liège, and a GC win in the Tour de France... by default.



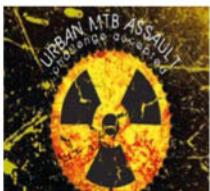
...Kept Our Fingers Crossed For ALRIZA REID

The cyclist who was knocked down in Llandudno, Cape Town while training for the Coronation Double Century, sustaining a broken jaw, injured leg, and head injuries. The last news we had, Alriza was awake and able to talk, but unable to remember details of the incident.



...Were Surprised By The Postponement Of THE MUNGA

After all the hype, marketing and big talk, the new 1000-kay race with the million-dollar payday was postponed after a key investor pulled out. Race director Alex Harris hasn't given up though, saying, "The Munga dream is still alive."



...Raised An Eyebrow At The Reaction To THE HOLLARD JUMA

The inaugural Juma came in for some sharp criticism from participants. The much-hyped event, with a route that toured Joburg through parks, tunnels and stormwater drains, was met by a backlash from participants, citing safety issues and poor organisation, among other grumbles.



...Gave A Big Thumbs Up To ASHLEIGH MOOLMAN-PASIO

After taking the bronze medal in the women's road race at the 2014 Commonwealth Games and joining Swiss professional trade team Bigla, Moolman-Pasio capped a great 2014 by being nominated for the Sportswoman Of The Year award at the South African Sports Awards.

RATED OR SLATED

Rated

SHAMEEG SALIE



coached by Bridge Cycles in Diep River, Cape Town, showed his potential, and is without doubt a name to look out for in the future.

Slated

THE DRIVER WHO KNOCKED DOWN ELRIZA REID



While crashing into the cyclist may have been unintentional, there's no excuse for speeding away afterwards. The least he could have done was stay to

Torn

FAT BIKES



but they lack speed – something super-competitive Saffers won't be too keen on. Also, they're made

primarily for snow riding; and while they work well in sand, there isn't much of either on most SA MTB trails.



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By Oli Munnik



1.

1 MCLAREN/SPECIALIZED S-WORKS TARMAC R243 000

The 250 Tarmacs produced sport exclusive electroform metal-foil graphics and paintwork co-developed and applied in-house by McLaren in Surrey. Each frame, featuring a unique carbon lay-up, will be built to individual rider specs (based on an included Body Geometry Fit consultation), for a truly personalised experience. Includes custom-made matching S-Works Road Shoes and S-Works Prevail helmet.

www.specialized.com

2 JAGUAR/PINARELLO DOGMA F8

±R180 000

Jaguar contribute more than just a sticker on the chainstay – they gave Pinarello “advanced aerodynamic knowledge and facilities”; in practical terms, Pinarello gave them a handful of constraints – including wheelbase and geometry measurements – and Jag used more than 300 iterations of a computational fluid dynamics (CFD) process to optimise the aerodynamic frame’s design, before testing it in a wind tunnel.

www.asgworld.com

3 PEUGEOT ONYX CONCEPT TT BIKE

IN PROTOTYPE PHASE

Peugeot has a rich cycle-racing history, with legends such as Tom Simpson and Eddie ‘The Cannibal’ Merckx both having won titles on the French-made road bikes. The Onyx TT machine – one of three concept bikes made by Peugeot – takes its name from the Peugeot Onyx supercar, and features the same copper-like hue, deep-section wheels, and futuristic tube profiles that just ooze speed.

www.peugeot.com

4 INFINITI RED BULL RACING F1 TEAM/SCOTT FOIL

FOR IRBR TEAM MEMBERS ONLY

In addition to equipping the IRBR pit crew with super-lightweight full-face helmets and high-end goggles, Scott (official team supplier to Infiniti Red Bull Racing) will also be supplying the IRBR team – including drivers Daniel Ricciardo and quadruple World Champion Sebastian Vettel – with bespoke, custom-painted Team Issue IRBR Scott Foils.

www.scott-sports.com

2.



3.



4.



5.



5 LEXUS F SPORT

NOT FOR SALE

Employing the same carbon fibre-reinforced plastic (CFRP) as the Lexus LFA supercar, the F Sport weighs in at 6.8kg, perfectly in line with the UCI's legal weight limit. With a Shimano Dura Ace Di2 groupset, the F Sport shifts with next-level precision. Only 100 units (50 pearl-white, 50 exposed carbon weave) were produced worldwide, each meticulously assembled and painted to Lexus standard.

www.lexus.co.za

6 FERRARI/COLNAGO CF10

PRICE ON REQUEST

With both manufacturers fiercely passionate about their artisanal heritage, a collaboration between Colnago and Ferrari – two iconic Italian brands – makes perfect sense. The heart of it is essentially a V-1r frame with a custom, limited-edition paint job and build kit. The V-1r's carbon fibre was selected in cooperation with Ferrari; Colnago claims it's their best monocoque frame in their 60 years. At 835g, it's also the lightest.

www.alpinesorts.co.za

6.





Bike Bottomed Girl

My girlfriend wants me to buy her a bike, because she thinks it would be a good idea for us to go riding together. She wants to get fit, she says. She wants us to spend more time together away from home, she says. I think she's been taken by the romance of having a bicycle with a wicker basket, rolling along beside the canal on the way to drink wine with the picnic she would have packed in the basket. But every bike I show her, she turns down, because the saddle doesn't look big or gentle enough. How do I convince her that she has to get her bum used to the saddle without getting into a discussion about the size of said bum? And yes, it is large.

- Bafana, Westville

It's been a while since I've typed 'Fat-bottomed girls' and 'bicycle' into Google, Bafana, but I'd like to thank you for giving me the

excuse to do so without having to delete the browser history before Mrs Style-to-be gets onto the MacBook. Naturally, the first thing that came up was Queen and their ditty 'Bicycle Race'. I'd forgotten that the video for the song was banned, because it featured 65 naked female models riding bicycles around Wimbledon Greyhound Stadium. The director used special effects to make sure there was no actual nudity, but the imagination is a powerful thing. And so, on to your question, Bafana. For some of us, saddles need to be broken in. Others will not ride without a chamois. In Vienna in August, a woman had either broken her saddle in to perfection, or she had an undercarriage of steel. The police warned her, reported AP, for "repeated outings in nothing but a pair of white tennis shoes". Your wife will never like *any* saddle you buy her. Buy her a cruiser, with one of those saddles with springs on it. Tell her they are suspension struts. She'll never know the difference. Show her the Queen video. Tell her she will look like one of those models (none of whom had fat bottoms). Now, Bafana, sing with me: "I want to ride my bicycle, I want to ride my bike, I want to ride my bicycle, I want to ride it where I like."

Damn Straight

Jens Voigt is the coolest man of all time. Discuss.

- Mike, Hilton

There is no discussion, Michael. He is Jens ****ing Voigt. That is all you know, and all you need to know. **B**

RIDER 2 RIDER

USEFUL TIPS FROM OUR READERS



WINNING TIP

Balloon It
If you don't have a waterproof bag for your money or keys, just use a party balloon. I've fitted in a Samsung S4 Mini before, and it saved my phone from some light rain.

- Hofmeyr Smit

WIN!

A NITE IZE SPOKELIT AND HANDLEBAND UNIVERSAL SMARTPHONE BAR MOUNT COMBO VALUED AT R406

→ Email your 'Reader Tip' to bicycling@media24.com. If it is selected as the Winning Tip, this rad prize could be yours.



Foot Loose

For those slippery-soled cycling shoes: cut suitably-sized squares from an old tube and glue them around the cleat, to prevent your foot slipping off the pedal while you're cleating in.

- Shaun Prinsloo

Concealed Bombs

Use insulation tape to strap bombs and spares onto your MTB for a race, to avoid carrying them all in your pockets – bombs next to your bottle cages, puncture kit under the stem.

- Alexa Terblanche

PRO TWEETS

► @BrownArran

"Looking forward to riding the @Momentum947 with Dream Riders, raising funds for @ReachForADream."

[Arran Brown, now going for a different kind of win]

► @ashleighcycling

"The SA Sports Awards ceremony will be taking place on Sunday 30th November at Sandton Convention Centre. Looking forward :-)"

[Ashleigh Moolman-Pasio, on being nominated for the Sportswoman of the Year award]

► @lancearmstrong

"Just landed in the city of brotherly love – Philadelphia. Watched Clare Lewin's new doc 'Am Ali' on the flight. Absolutely loved it."

[Lance, on learning more about real sportsmen]

► @kevinevansracin

"Sh*t, I may have prematurely spent my \$750k." [Kevin Evans, on the postponement of the inaugural 'The Munga' (Bloem to CT in five days) and its eye-watering first prize]

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fig. LXXV.
PADRONE

Petrol For Bicycles

I've been racing over the past few months; and unfortunately, due to some technical problems (which comes with MTB territory), I've been spending a bit of time at the back of a few races, too.

As I limped my way to one particular finish with the back-of-the-packers, I realised how many cyclists run out of energy over the second half of a race. It became even more evident to me how important nutrition is.

My favourite eating strategy is to have a big breakfast, containing carbs and fats. My breakfasts are either white rice with Nutella (I promise it tastes better than it sounds), or eggs with cheese on toast. I try to eat two or three hours before the start of a race – which becomes a bit challenging when the start is early. But it's worth it, because you want your body to have absorbed the

“Have a big breakfast, containing carbs and fats.”

nutrients by the start, and it's terrible being on the start line with a full tummy.

During the race, I'll have a bite of my energy bar after half an hour; 30 minutes later I'll have a gel, and I continue eating in 30-minute intervals. It's important to start taking in supplements early in the race, so your body is never depleted of energy. Also, make sure you have a good supplement in your bottle – ideally, for a long race, you want a drink that's a mix of carbs and protein. Finish off the race with a good recovery protein shake.

By keeping your body fuelled you'll maintain consistency and finish stronger. I'm not saying it'll make you a better rider, but you will put in your best effort for the full race. **●**



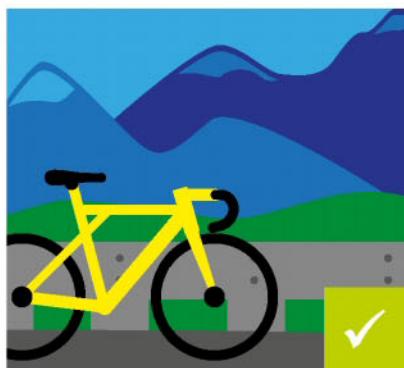
Cherise Stander (Team RECM) is the 2014 Cycle Tour ladies champion, and represented South Africa at the 2014 Commonwealth Games.



DON'T Take a photo at 45mph on a screaming descent



DON'T Take a selfie mid-pack



DO Capture your friend riding in a beautiful setting

SNAP A SELFIE

Uploading ride pics on Instagram and Facebook is a fun way to share your love of cycling. But what to post? Did you discover a rustic bistro with malva pudding and bike racks? Share it. Your friend ripping down scenic single track? For sure. Snapping a shot of your own mug as you scream down Pike's Peak? Not so fast, Gary Perkin.

As we witnessed during this year's Tour de France, our obsession with selfies can put us (and other cyclists) in dangerous situations. No amount of social-media adoration is worth a broken collarbone. If you snap a photo on your next group ride, make sure the road is free of traffic, and then move ahead of or behind the pack – swerving can create a major pile-up.

One more thing: Make your photos worthwhile. Think interesting people, exciting action, and cool places. Snap a few, choose the best, and crop out boring parts. Then play with Instagram's filters and use photo-editing apps such as Fontgram, which lets you add text to your images. For unique angles, try a selfie-stick – but only when the road is clear.

Molly Hurford

NEW STUFF

Supplement manufacturer USN have released a new range of endurance products aimed at cyclists, complete with new, easy-to-understand labelling, and a full range of drinks and tabs. Everything from on-the-bike energy to recovery fuel is included, and we can confirm that the lighter flavour means less sticky sweetness on those long rides. USN also claim no artificial additives or colourants – and that's a good thing.

(Available from all leading chemists and department stores)





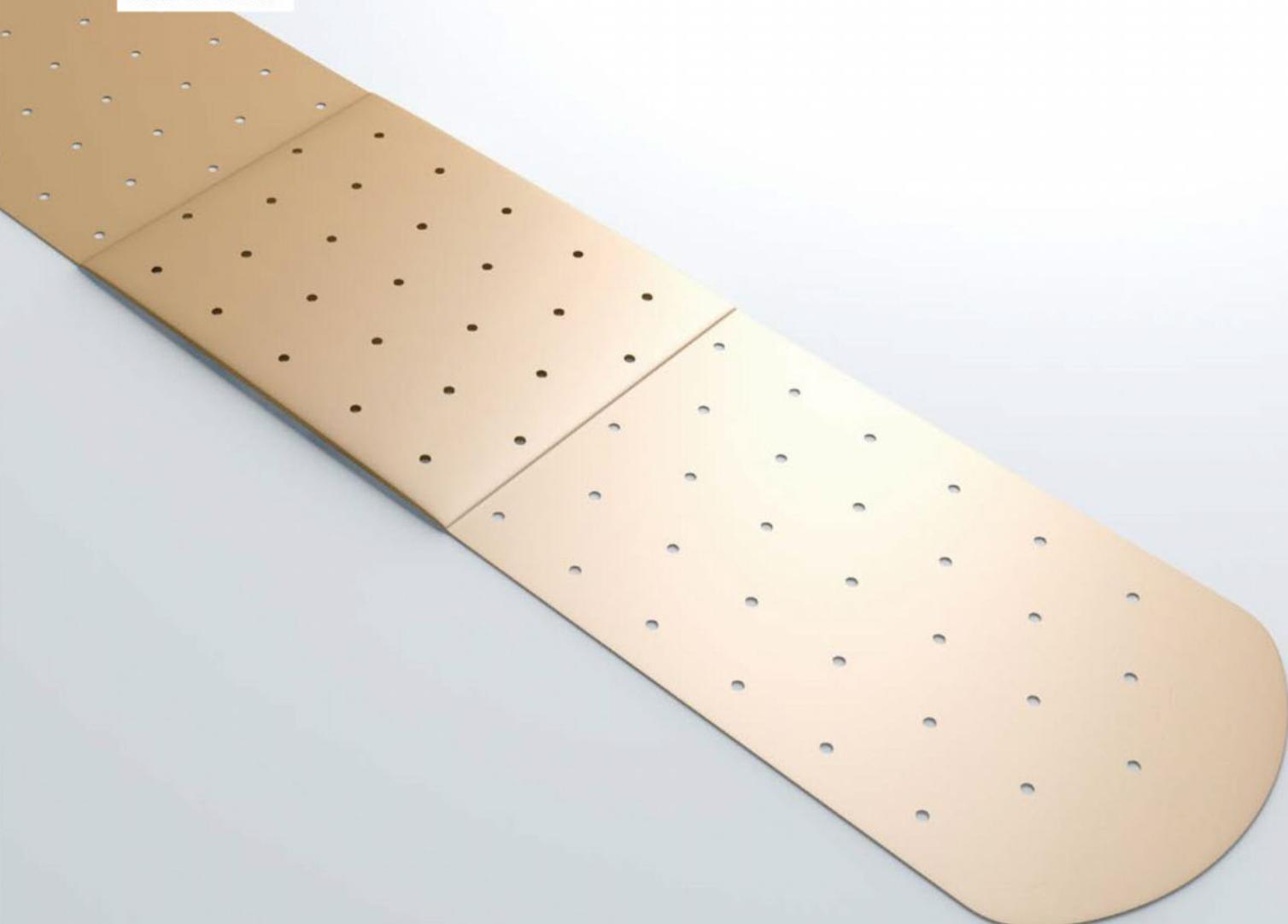
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PUNCTURE-CAUSING OBJECTS.

Then locate the hole in your tube by partially inflating it and rotating it close to your ear to listen for escaping air. Now you're ready to get to work.

Patch kits come in two common varieties. The quicker of the two contains stickerlike patches that adhere in seconds. "That's a fast repair, but it's only intended to get you home," says Paul Schoening, director of marketing at Park Tool. The other variety requires you to apply glue between the patch and tube. It's a permanent fix, but the adhesive

takes longer to dry. This method requires that you first scrub the rubber around the puncture with a roughening device (included in most kits). Next you apply the glue, but wait until it looks dry before pressing on the patch; and don't inflate the tube until it's in the tyre. Patches cost less than new tubes and waste less material, but we don't recommend them for races or other events in which you need a quick tyre change. And it's wise to carry a tube on any ride where you'll risk multiple punctures. "Everyone should have a new tube with them," Schoening says, "and a patch kit as a back-up."



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What is enduro racing? I keep hearing people talk about it. This relatively new style of mountain-biking race separates a course into two sections: uphill and downhill. Only the descents are timed, with the uphill sections used to connect the dots and allow riders to compose themselves.

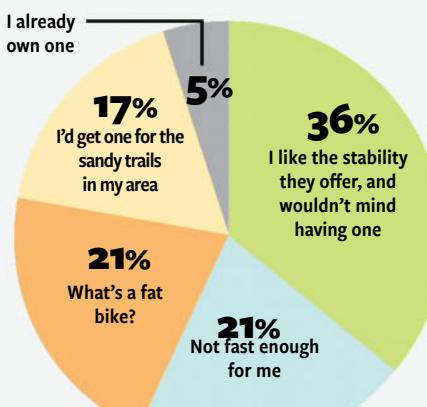
Many events send competitors down steep, rugged terrain, so descending skills are critical. But riders also need short bursts of power to speed over short climbs, and stamina to summit the untimed ascents. That means enduro racers need to be versatile. "You have to be good at climbing and descending, have bike-handling skills, and be able to jump," says Kirt Voreis, who competes in the Enduro World Series. "It's also a friendly style of racing because after you compete alone against the clock, you can discuss your runs with other racers on the climbs. Enduro encourages a sense of camaraderie, because it feels like you're all playing the same game." The format started in Europe roughly a decade ago, but has gained global popularity in the past two years. Events are popping up all over the country, with most local events lasting several hours. (There are some in other countries that are known to last several days.)

When passing a cyclist or pedestrian, should I call out "On your right!" or ring a bell? Cycling etiquette (and some mountain-bike trail systems) dictate that you give an audible warning when passing, says cycling safety activist Andy Clarke. So either way works. Some riders believe that the cheery ding of a bell

is friendlier than shouting, and it also cuts through noise better. "I use my bell when I see people with earbuds, or who are lost in their phones," Clarke says. "If it's a cyclist ahead, I tend to use my bell from further back." Avoid barking "On your right!", which not only seems rude, but can also backfire if you startle the target, and he or she then jumps to the right. A cheerful "Coming around!" often goes over better. Just be sure to give a wide berth when passing.

Do I really need gloves? They get so sweaty, and they stink! It depends on riding conditions and your preference. In hot weather, gloves absorb sweat and can prevent your hands slipping off the handlebar. They also provide a layer of padding that can dampen road rattle. But the cushioning makes it harder to sense what your bike is doing, so some riders go gloveless. "I race with them on the road, but I almost never wear gloves for shorter trips to the shops," says pro cyclist Meredith Miller. Miller also wears gloves for extra protection when mountain biking. "I'm more prone to crash on a mountain bike," she says. If you find full-finger gloves too hot, as an occasional alternative consider fingerless ones, with a padded palm and breathable mesh top. Or go gloveless and use a stickier bar tape. To prevent your gloves from stinking, wash them with your kit – every time. For truly offensive odours, try adding a cup of white vinegar to your laundry. **B**

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POLL
What's Your View On Fat Bikes?

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Mark Carroll is the owner of Cadence Cycling Performance (cadencecycling.co.za) and chair of the Cycling South Africa (CSA) Coaching Commission.

Holiday Cheer

Limit weight gain – without limiting the festive blowout!



I'M SURE MANY OF YOU HAVE SET CYCLING GOALS FOR 2015, AND WOULDN'T MIND ARRIVING THERE IN GREAT SHAPE.

However, 'tis the season to be jolly, and keeping weight off is jolly hard. But fear not; here is my three-step strategy to keep you riding – and keeping the weight off – while enjoying the holiday festivities.

CHANGE THINGS UP

With minimal racing happening this month, it's a good time to mix up your riding and hit new routes,

to keep your training fresh. Given the longer days, there's even time to fit in some weekday rides in the early morning or late afternoon.

Mountain biking certainly gives a good full-body workout, so if all you normally ride is road, then hit some trails – they add a whole new thrill to the sport.

The added bonus to all this, of course, is that you'll create a kilojoule deficit, which will allow you to eat a bit more when the parties come round; and if you don't eat as much as you've burned off, you could actually lose some unwanted mass.

Be conscious, though, of maintaining a decent (and

continuous) output – heart rate 70-80%, on long rides – so you consume a reasonable amount of energy while stimulating excellent aerobic adaptations. A three-hour ride at 200 watts average power, for example, will use around 2 400kCal, or 10 000 kilojoules.

EAT HEALTHILY – AROUND THE PARTIES

There isn't a party on every night; so be conscious of your quality real-food choices and portion control, so that when the get-togethers do happen, you can enjoy yourself guilt-free.

Choose your food carefully

for on-the-bike nutrition, too. You may discover a revelation in the way you feel and perform when you take the time and effort to prepare your own fresh food, rather than settling for the convenience of a gel or bar.

STAVE OFF HUNGER PANGS

Often, thirst can be disguised as hunger; so develop the habit of drinking regularly, rather than only when you feel thirsty.

The moment you finish your ride, have a chocolate milk, chicken sandwich, or similar. Most people try to start their 'diet' right after a ride – that's never worked, and it never will. You need to refuel for training adaptations; and if you don't eat right away, serious hunger pangs will follow, making you eat more than you should when you eventually cave in.

Finally, don't reward goals with sweets and chocolates – rather save the money, and celebrate your achievements with new toys for your bike on Christmas Day. ■

KEEP YOUR HEAD IN THE GAME

It's easy to lose focus and stop riding in the holidays. Here are some sure-fire ways to stay on the bike.

CHANGE YOUR HABITS: If you usually train early evening, try early morning for once. You'll be

surprised how energetic you'll be, and it sets the tone for the day; you'll be inspired to eat better too. Or try commuting once a week – that'll give you a valuable double-session day.

TAKE YOUR BIKE: Pack your bike when you go on holiday, and ride before anyone gets up. You won't scupper family plans, and you'll face the day with boosted energy levels.

GET NEW GEAR: Buying new components or kit will help drive you outdoors to test out your purchases. (Maybe the cash you save in fuel by commuting on your bike can go towards that new set of wheels?)

INCLUDE YOUR MATES:

Co-ordinate with friends for weekend rides in different locations. Getting others involved will ensure your

own commitment.

SET A GOAL: What event in the new year would you be really excited to complete? A full-distance road race, a multi-stage... perhaps one of the ultra-endurance MTB races? Whichever you choose, make sure it's a stretch for you – a challenge will give you the drive to stay focused over the holidays.

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Dr Jeroen Swart is a sports physician and exercise physiologist at the Sports Science Institute of South Africa.

Saddle Satisfaction



Q HOW DO I KNOW WHICH SADDLE TO BUY? THERE SEEM TO BE SO MANY DIFFERENT THEORIES, AND SO MANY OPTIONS AVAILABLE. SNAKES, BULLS, SLITS, HOLES, GELS. CAN YOU GIVE US THE LOWDOWN ON THE LOW DOWN, SO TO SPEAK?

– James, Newlands



SADDLE SIZES, SHAPES, CUT-OUTS AND OTHER FEATURES

HAVE PROLIFERATED GREATLY IN THE LAST DECADE, and the number of choices available is making it increasingly confusing for both consumers and shop owners.

In addition, a number of different manufacturers have different techniques and systems to 'fit' the end users to their saddles.

Before we look at the different systems and options, let's start by understanding what a saddle needs to do. A saddle is designed to support your pelvis in a stable position, while still allowing you to move your legs in a great enough range to exert force on the pedals. As luck would have it, we have two conveniently positioned bony points under our pelvis that we can use as supports. These are popularly called our sit-bones, and are the primary points of contact for the saddle.

When we sit, most of the pressure is applied on these bones, with

a little bit also being exerted at the front of the pelvis – which acts to triangulate the forces applied, so that the pelvis is prevented from rotating forwards and backwards during each pedal stroke. Think of a tripod, with two of the legs being the sit-bones and the third being the pelvis.

This is why the general shape of saddles has remained unchanged for almost 100 years, as it conforms to the requirements of this triangular

support, while leaving room for the thighs to move up and down the sides of the saddle.

For most men, the width of the sit-bones is very similar, which is why most brands and saddle models remained constant for decades. With the increased popularity of cycling, it became viable to cater for individuals who fell outside the average. As a result, different saddle widths became available.

In addition to this, manufacturers added increasing numbers of features to lure customers to their products: different saddle profiles (round to flat), firmer or softer shells and padding, gel inserts, cut-outs, etc. Although some of these features may add value, they won't fundamentally change whether a saddle works for you or not.

SO HOW DO I CHOOSE THE RIGHT SADDLE FOR MY BUTT?

Initially, saddle sizing and fitting focused on measuring the width of the individual's sit-bones. This requires sitting on memory foam or gel, and measuring the width of the indent made by the sit-bones. A chart is then used to identify an appropriate saddle width.

However, this is only half of the equation. The above system would work fine if sit-bones were round; unfortunately, they are elongated (like the hulls on a catamaran), and also not parallel. They converge towards the front. As a result, the forward and rearward rolling

of your pelvis will narrow or widen (respectively) the space between the sit-bones' contact points.

To address this, a few manufacturers have come up with techniques to determine which pelvic position an individual will adopt when on the bike, and then use this to suggest the correct saddle size.

But these techniques make the assumption that a more flexible individual will adopt a more aggressive riding position by tilting the pelvis forward, therefore requiring a narrower saddle. This is incorrect.

Although a more flexible spine will allow the individual to *reach* further forward more easily, it does not determine the position of the pelvis. Given the same bike fit, a more flexible individual will adopt a more upright pelvis, simply because they can reach the bar more easily and won't require the pelvis to rotate forward.

SO HOW DO I GET THE RIGHT FIT?

Completing the bike fitting *before* choosing the saddle is the key. Once the bike has been fitted, the position of the pelvis can be measured using a digital inclinometer. The individual can then be seated on a saddle-sizer in the same pelvic position (at the same pelvic angle) that they adopt on their bike. Only then should the correct saddle width be calculated. Once saddle width has been established, additional factors such as padding thickness, profile, covering and other features can be decided on, based on experience. 

A LONG RIDE CAN STILL BE A PAIN IN THE BUM.

Find the solution at bicycling.co.za/saddlesores.

DEVIL IN DISGUISE

Set-up factors that determine how your pelvis leaves the building.

- BIKE SIZE: This is the baseline; the measurement on which all the others depend.

- STEM LENGTH: Determines how far forward you must reach for the handlebar, which affects pelvic position and sit-bone flexion.

- SADDLE/BAR HEIGHT DIFFERENCE (DROP)

This measurement determines pedalling-action comfort, but also creates the angle at which you reach for the handlebar, which affects hip flexion and pelvic distortion.

- SADDLE SET-BACK: This also affects how far forward you reach for the handlebar, but is adjustable. Bear in mind that adjusting it will also change your pedalling action.

NB! These factors are interdependent; i.e. they all need to work together to achieve the perfect bike fit and determine correct saddle size.

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COMPETITION RULES For competitions with prizes over the value of R5 000, only one fully completed entry per person will go into the draw. All *Bicycling* competitions are open only to SA residents over the age of 18. Employees of Media24, their immediate families, sponsoring companies and associated agencies are not eligible to enter. The judges' decision is final and no correspondence will be entered into. Prizes are not transferable and may not be exchanged for cash, and must be claimed within six weeks of notification. Winners will be notified telephonically or via email. www.bicycling.co.za/terms-of-use/ for more info. Competition closes on 16 December 2014.



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Wheelset - KORE XCD 29er



James Herrera is the founder of Performance Driven Coaching.

80 rpm) will keep your muscles fresh and ready to respond to surges in pace. Shift often to match changes in terrain.

► ATTACK!

Riders sometimes shoot off the front of peppier group rides. Listen for the sound of shifting gears – a sign that someone is about to jump – and go with them if you can; it's easier to go hard for a short distance than to catch up after you've been dropped.

► EAT, DRINK, AND BE HAPPY

On rides longer than an hour, eat something every 30 minutes and drink at least a bottle of water per hour. Otherwise you risk bonking and becoming dehydrated, both of which can make it harder to keep up with the group. 

Hang with the Pack

Everyone enjoys the camaraderie, competition, and excitement of a group ride – until you get dropped. Here's how to keep the pace in a fast pack.

► PERFECT THE DRAFT

Conserve energy by riding 15 to 30cm behind the rear wheel of the rider in front of you. On rides that alternate leaders, it's okay to skip your turn at the front if you're tired. Just move to the back of the line and stay there until you recover.

► ANTICIPATE ACCELERATIONS

Many groups, even those moving at a social pace, tend to pick up speed at strategic points: sprinting for a road sign or galloping over a short rise, for instance. If you can, move towards the front before accelerations

happen you won't have to cover as much ground to catch up.

► KEEP IT SMOOTH

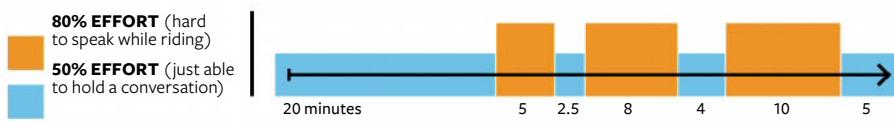
Some cyclists keep their bikes in a gear combination that makes pedalling hard. Don't be one of them. Maintaining a steady spin in a comfortable gear (around 70 or

PACK-RIDING WORKOUT

STAYING WITH THE GROUP MEANS MAINTAINING YOUR SPEED OVER THE ENTIRE RIDE. PACK ON THE POWER – AND FINISH WITH THE GROUP – BY DOING THIS ONE-HOUR LADDER OF INTERVALS ONCE OR TWICE A WEEK. AS YOU GET STRONGER, REPEAT THE WORKOUT A SECOND OR THIRD TIME.

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a168 S / a180 XS 6085 evil eye half rim pro available in 2 sizes



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Rubbed the Right Way

Pedalling a bike takes heart and muscle. A good massage helps you strengthen both. BY SELENE YEAGER

● LONG HOURS IN THE

saddle and hard workouts can leave your muscles riddled with knots, and scar tissue created as they repair themselves. And because all your muscles are connected, those sore spots can spread throughout your body if not treated – a tight lower back creates an achy hip that leads to a twinged knee. That's why so many cyclists swear by massages; they help loosen tight spots, flush toxic chemicals, and keep your fibres smooth and limber so you can ride pain-free. Now a new study finds that the same benefits that relieve post-exercise pain might also boost heart

health. Researchers asked 25 volunteers to crank out leg presses until their quads and hamstrings cried for mercy. Then half of them received a massage. A separate group of 11 received a rubdown without doing any exercise. Researchers tested all the subjects in two key areas: soreness and blood flow.

The first set of findings confirmed what many of us already know – a good massage helps reduce muscle pain after a hard workout. The exercisers who received a rubdown reported that they were free of soreness 90 minutes later, while the exercise-only folks were still hobbling the next day.

More surprising were the results of a second test that measured blood flow through the subjects' arms. Researchers found that leg-pressers who received a massage enjoyed improved circulation for up to 72 hours. Compare that with the exercise-only group, who experienced hampered circulation for more than 48 hours. Because researchers tested circulation levels in a part of the body far from where the subjects received a rubdown, the results suggest that massage triggers a full-body response that improves blood flow.

“That's important, because as we showed,

exercise-induced muscle damage slows circulation,” says co-author Shane A. Phillips, PhD. It also suggests that massage could promote cardiovascular health off the bike as well, he says. That's a compelling reason to get regular rubdowns, even if you're not training hard.

HOW THEY WORK

When a massage therapist glides his or her hands across your muscles, blood vessels open and waste can be flushed. This helps reduce tenderness after a hard ride or workout. “The increase in blood flow speeds recovery from muscle injury by providing more nutrition to the tissue, and

maybe also by improving the removal of waste products," explains Phillips.

Massages also have a rejuvenating effect. When muscles are stressed, the fibres of the fascia that cover them suffer micro-tears. As they heal, these fibres become stronger, but they can also form scar tissue, called adhesions, which can limit your range of motion and cause discomfort. Deep pressure applied by a therapist to the fascia breaks up these adhesions. You're left feeling fresh and rejuvenated, and ready

to tackle the next big climb.

WHEN TO GET THEM

Timing is everything when it comes to massage. Wait too long, and those adhesions will tighten and multiply. Here is a timetable from licensed massage therapist Janine Verstraeten, who has worked with Specialized-lululemon, the current women's time trial world champions.

BEFORE A BIG RACE OR

EVENT: Go for a deep-tissue massage three to five days before a physically demanding ride to break up adhesions

and ensure your muscles move freely. Verstraeten also recommends going for an easy spin and then lightly rubbing your muscles one to two days before the event to boost blood flow and flush out waste. You can use your hands, a foam roller, or a massage stick.

FOLLOWING A STRENUOUS

EFFORT: Your muscles will be sore, so get a light rubdown within 48 hours of the event (try a softer Swedish massage, or give yourself a quick kneading). When your muscles are less tender

– three to five days later – get a deeper rubdown to break up adhesions before they become tight and painful.

FOR REGULAR MAINTENANCE:

If you ride several times a week, a monthly massage will help keep your muscles limber and free of knots. Opt for a deep-tissue rubdown, which might also include trigger-point therapy (concentrated pressure to loosen isolated, painful spots). If you're training hard, Verstraeten recommends a massage every two weeks. Casual cyclists should get one as needed. **B**



DIY RUB

Between appointments with my therapist's healing hands, I keep my muscles supple with a foam roller. A study recently in *Medicine & Science in Sports & Exercise* reports that foam rolling reduces muscle soreness while improving range of motion and muscle activation. My current favourite is the **Progression Roller Small** (R600, Sportsmans Warehouse), designed for deep tissue massage and made for heavy use. Try this short, sweet, super-effective routine:

1 / **OUTER HIP AND THIGH** Lie on your side with the roller under your left hip. Slowly roll up and down between your hip and knee. Switch sides. 2 / **HAMSTRINGS** Sit with left leg straight, your hands on the floor behind you, and your right knee bent at a 45-degree angle. Place the roller under your left hamstring. Roll up and down from your knee to just under your left butt cheek. Then work the other leg. 3 / **QUADS** Lie face-down with the roller under your hips. Lean on your left leg and roll up and down from your hip to your knee. Switch legs. – S.Y.

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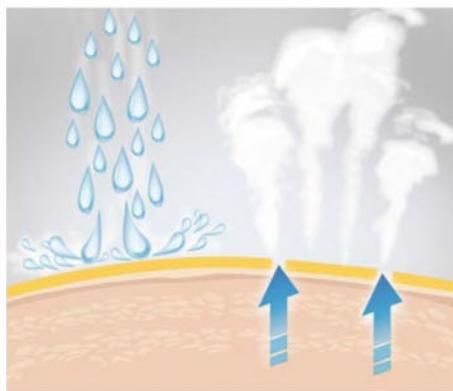
People have long used creams containing mineral oils (e.g. petroleum jelly) to protect their skin. However, these have an occlusive effect, i.e. they seal the skin. This means that moisture can build up below.

A breathable protective balm (Linola) now presents a solution to this problem. It protects critical skin areas from irritation due to chafing, sweat or urine whilst still allowing the skin to breathe. The textile and shoe industries achieved something similar many years ago with their breathable membranes.

In the bottom area

In the intimate area

Insides of the thighs

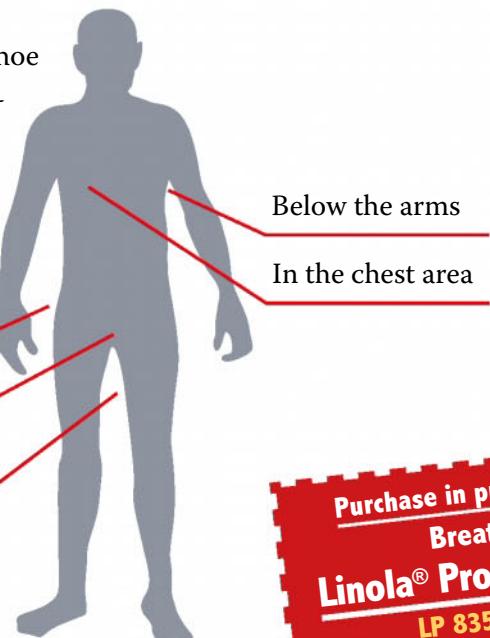


The breathable Linola® technology

The protective balm (yellow line) protects against chafing and moisture (on the left). However, the skin is not sealed and can still breathe (right).

Protection against chafing and moisture

The breathable Linola® Protective Balm



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See Clearly Now

Your eyes are as important to your riding as your heart – and a lot more vulnerable to the elements. Here's how to treat them right.

BY EVELYN SPENCE

JENNIFER LYONS HAS BEEN commuting by bike to her job for four out of five days a week since 1999. She rides a few 100-plus kilometre races every summer, and has done at least one multi-stage race a year for the past 10 years. She also works (with other eye specialists) as an ophthalmologist – and knows first-hand that cyclists' eyes are as important as their legs and lungs. "Vision is so

important," says Lyons. "You have to see clearly and be aware of your surroundings." Everything else goes out the window if you can't see well on your bike. Here's how to outsmart the most common eye irritants, so you can stay focused and safe when you ride.

WIND AND DRY AIR

Most of us have experienced it: that scratchy feeling of dry

VISION BOOSTERS

You can't improve your eyesight, but you can see better on the road. Here's how.

1 / Try new tints 'Contrast sensitivity' is the ability to see light against dark, and it's critical when you're travelling at high speeds.

IMPROVE IT Choose a lens tint (see 'Made in the Shade', next page) that enhances contrast – it's even more important than brightness protection. Finding the right colour might require trying a few options. "Contrast is very subjective," says optometrist Alan Berman, sports vision expert. It's also better to choose a shade that's too light over one that's too dark – otherwise you might never see that branch lying in a shadow.

2 / Eyes up Studies have shown that elite athletes have excellent anticipation – reading what might come next. It's what helps them hit a 150km/h cricket ball, or manoeuvre seamlessly through a sprint. For you, it can mean the difference between a crash and a near-miss. **IMPROVE IT** Look at the rider four spots ahead or the car further down the road, instead of focusing on the wheel right in front of you.

3 / Track it Dynamic visual acuity refers to how well you can see while you're moving (or tracking a moving object). **IMPROVE IT** If you're riding in a car, look ahead, and without turning your head, try reading signs off to the side as you pass.

eyes. It's caused by evaporation on the surface of the eye, and while it isn't damaging, it can be irritating and temporarily affect your vision.

FIX IT A snug pair of wraparound sunglasses will keep some wind away from your eyes, but not all of it. Even your own tears won't help much in these situations – they contain mostly water, and dry quickly. Try applying lubricating eyedrops ►

before you head out, and if the problem persists, consider carrying a small bottle with you. "But don't use the kind that claims to 'get the red out,'" says Lyons. "It'll constrict the blood vessels, making your eyes drier."

ALLERGIES AND POLLUTION

Your eyes might go haywire for another reason: allergies. You may already have a solution to this problem, but changing your riding habits can help, too.

FIX IT Try riding in the evening or in cooler, wetter weather when pollen levels are lower. Allergy pills can make dryness worse, Lyons says. Instead, she recommends using an over-the-counter antihistamine eye drop.

"They're just as good as prescription drops – for a lot cheaper." Pollution is another irritant. Exhaust fumes aren't necessarily allergens themselves, but they can aggravate allergies, says Dr Leonard Bielory, an allergy, asthma and immunology specialist. Treat the same way you'd treat dry eyes – with drops and wraparound sunglasses – and spend less time on congested roads.

ROAD DEBRIS

Even when wearing shades, you can still be hit by insects and grit. If the debris hurts enough, or if tears or blinking interfere with your vision, stop.

FIX IT "You should rinse any debris from your eyes with plenty of clean water," says ophthalmologist Rachel Bishop. "Gently empty a bit of fluid from your water bottle to clear it, then pour water liberally over your eye to rinse." To dislodge stubborn specks from the inside of your upper lid, Lyons suggests pulling your upper lid down over your lower one, then letting them rub together as you open your eye. If you still feel something foreign in your eye 24 hours after the ride, make an appointment with an ophthalmologist – you don't want to scratch your cornea or get an infection. It's all about respecting your eyes as much as you would any other important body part. "When your eyesight is functioning at its best, you can just be present on the road," says Lyons. 

MADE IN THE SHADE

There's a rainbow of lens tints to choose from. Here's how to pick the best one for how you ride.



BROWN

This moderate shade reduces glare and provides excellent contrast, which makes it well suited for mountain biking on tree-covered single track.

BEST FOR Trail rides
LIGHT TRANSMISSION 15–20%



GREY

This darker, neutral shade won't distort colours, which means you can discern red lights from yellow ones. But it enhances contrast less than coloured tints.

BEST FOR Sunny days
LIGHT TRANSMISSION 15–18%



GREEN

Slightly brighter than a grey lens, this is a rare option for cycling. It offers good contrast, though, so objects are easier to see in hazy conditions.

BEST FOR Partly cloudy days
LIGHT TRANSMISSION 15–20%



YELLOW AND AMBER

The sunny hue increases clarity and can brighten colours (and your disposition). The tint helps objects pop against dark or grey backgrounds.

BEST FOR Stormy weather
LIGHT TRANSMISSION 70–90%



ROSE AND COPPER

These tints are a shade darker than amber and add contrast to low-light environments, making them a good choice for cloudy days on the road or trail.

BEST FOR Overcast days
LIGHT TRANSMISSION 60–80%



CLEAR

These transparent lenses allow nearly every ray of available light through. Wear them at night to keep wind, bugs, dirt and debris out of your eyes.

BEST FOR Night riding
LIGHT TRANSMISSION 90–95%



MIRRORED

Adding a mirrored coating to lens tints blocks more light. Because they make objects appear darker, mirrored coatings are often paired with lighter shades.

BEST FOR Days with glaring sun
LIGHT TRANSMISSION Adds 3–7%



PHOTOCHROMIC

These lenses, often sold under the Transitions name, lighten or darken as conditions change, which makes them a good option on days with variable weather or night riding.

BEST FOR Partly cloudy days
LIGHT TRANSMISSION N/A



POLARISED

This glare-reducing treatment adds definition to existing lens tints, making it easier to see bright surfaces, like roads and cars, on radiant days.

BEST FOR Road rides on bright days
LIGHT TRANSMISSION N/A

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CADENCE NUTRITION MARATHON

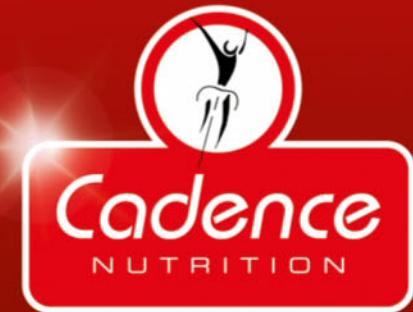
Multiple transportable carbohydrates result in 71% higher carbohydrate oxidation rates, improving performance by up to 8% compared to plain maltodextrine or glucose^{1,2}.

Product Science

- 5:1 Carbohydrate / protein ratio reduces exercise related muscle damage and catabolism^{3,4}.
- Beta alanine supplementation improves sprint exercise performance by up to 11.4% after fatiguing exercise^{5,6}.
- Phosphate supplementation increases 2,3 DPG which increases oxygen delivery to working muscle, increasing time trial performance by up to 8%⁷.
- Screened for the presence of prohibited substances by LGC Sports Science Laboratories, UK.

1 ENERGY
RECOVERY 2
NO HYPE
JUST
SCIENCE.
3 MARGINAL
GAINS

- ¹ Rowlands DS et al. J ApplPhysiol 104: 1709-1719, 2008 • ² Currell K, Jeukendrup AE. Med Sci Sports Exerc. 2008 Feb;40(2):275-81. • ³ Saunders MJ, Kane MD, Todd MK. Med Sci Sports Exerc. 2005 Jan;37(1):166. • ⁴ Valentine RJ, Saunders MJ, Todd MK, St Laurent TG. • ⁵ Int J Sport Nutr Exerc Metab. 2008 Aug;18(4):363-78. • ⁶ Ven Tienen R et al. Med Sci Sports Exerc. 2009 Apr;41(4):898-903. • ⁷ Smith AE et al. J Int Soc Sports Nutr. 2009 Feb 11;6:5.



OPTIMUM ENDURANCE NUTRITION TECHNOLOGY

Yummy Gummies

Like nutritious sweets for cyclists, these delicious chews deliver a jolt of fast-acting carbs and other essentials to fuel your ride.

BY JESSICA CASSITY AND ANDRÉ VALENTINE

BABY BOP

Maynards Enerjelly

Babies will take you back to your childhood while keeping you going on the bike, too. One serving (75g) supplies 946kJ, mostly through carbs, while a small helping of protein will aid recovery. These multi-coloured jellies also have about 69mg of sodium to help restore electrolytes.

SWEET STUFF: Glucose syrup, sugar, fruit juice; R6.95, tigerbrands.co.za

SOLID TASTE

Easy on the palate, and free of fat – you'll learn to love **Energade Sports Jellies**. They're multicoloured, and therefore multi-flavoured. One serving (25g) supplies 336kJ and 79mg of sodium; There's also a good helping of potassium (72mg).

SWEET STUFF: Sucrose, glucose; R10.00, energade.co.za

BERRY BLAST

GU's Energy Chomps are the stickiest of the bunch, and tasted vaguely like the company's sports

drink mixes. That's not a bad thing, as the mild, blueberry/pomegranate flavours are a big hit with those who use GU. Each 753kJ pack has 100mg of sodium; three of the seven flavours provide a dose of caffeine. **SWEET STUFF:** Maltodextrin, sugar, tapioca syrup; R40.00, guenergy.co.za

ENERGY SHOT

32Gi Chews

Chews is like real jelly. Easy to chew and eat, so they won't hamper your breathing; but the lack of flavour may put some off. A 50g pack delivers 568kJ and 62mg of sodium.

SWEET STUFF: Glucose, fructose; R30.00, 32gi.com

CITRUS SNAP

Bioplus Bio-Jellies are squishy, and the taste hits the spot without putting you or your stomach off. They pack few nutrients, but one 75g pack does contain 1 083kJ, for the perfect kick before a big climb. **SWEET STUFF:** Glucose, sugar; R10.95, bioplus.co.za

ROLL ON

Maynards Original Wine Gums

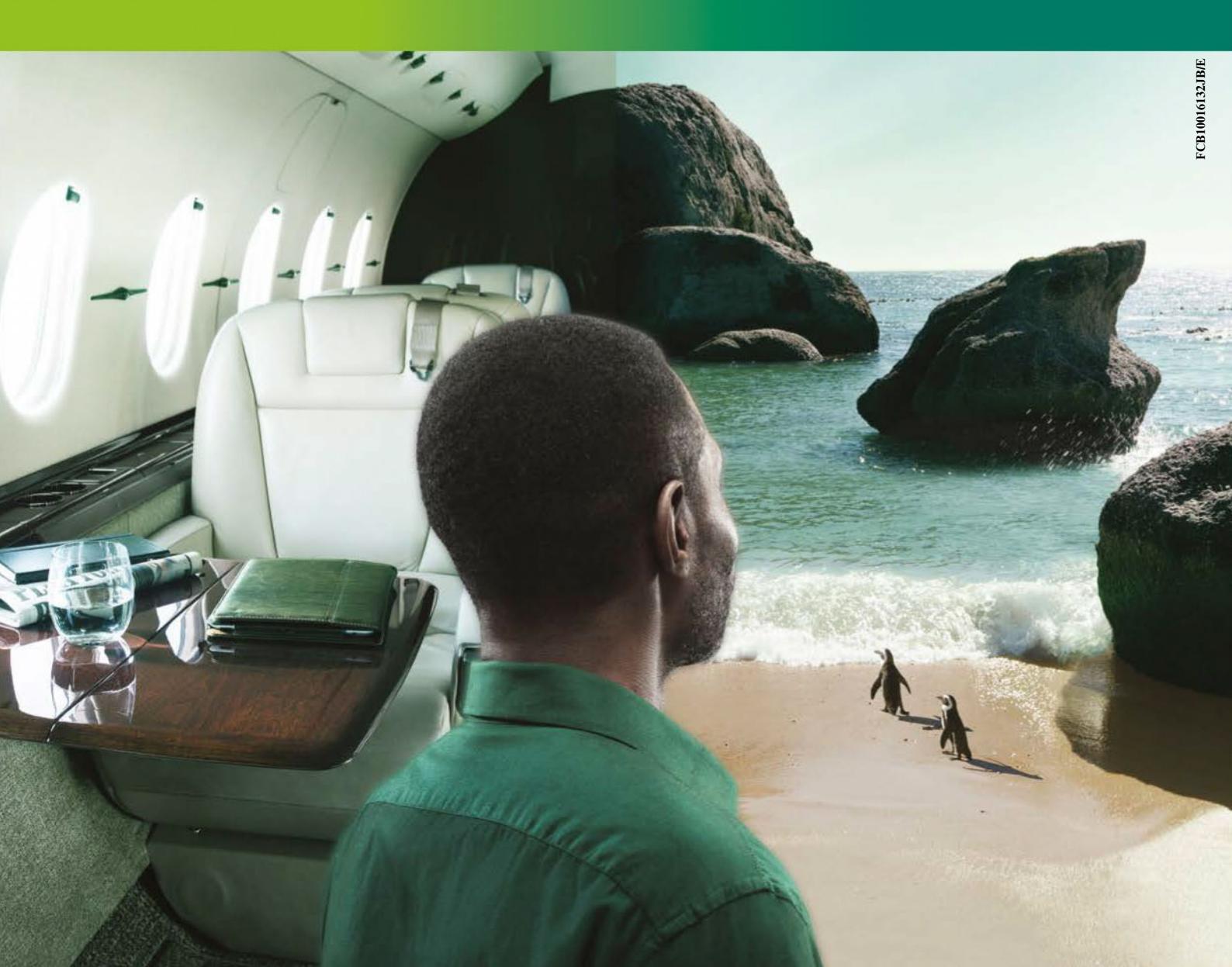
Gums are a staple, and we wouldn't get away with writing this article without them. We all know what they taste and chew like (shame on you if you don't), but the kick comes from 711kJ extracted from 31g of complex carbs. There's also a healthy dose of protein (3.1g), which will help you recover on the go. **SWEET STUFF:** Glucose syrup,

sugar; R5.95, tigerbrands.co.za



KNOW YOUR SUGARS

FRUCTOSE A sugar extracted from fruit; also found in honey | **GLUCOSE SYRUP** Corn syrup, though it can also be made from rice, potatoes, or wheat | **HONEY** A natural sweetener with antioxidants, vitamins, and minerals | **MALTODEXTRIN** An artificial sugar, typically derived from corn | **SUCROSE** Plain, old-fashioned table sugar | **TAPIOCA SYRUP** A natural sweetener made from cassava root.



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The Oak & Vigne Café

Greyton

A café that believes in satisfying the personal preferences of each customer – to ensure a coffee experience worth coming back for.

► ON FRIDAY AFTERNOONS, CARS LADEN WITH BICYCLES START POURING INTO THE SLEEPY LITTLE TOWN OF GREYTON IN THE WESTERN CAPE, SAYS THE OAK & VIGNE CAFÉ OPERATOR ALAN BLAIN.

Situated less than two hours from Cape Town and with a variety of trails for all kinds of mountain bikers, the town has become a popular cycling destination. In order to keep up with the trend, Blain ensures his menu and coffee match the standards of his new, active, coffee-loving clientele.

THE BEANS

The Oak & Vigne use Euro Café as their house brand; Origin is their premium brand.

“Our view on coffee is that almost every client, when asked, has a very specific way they like their coffee. Where possible, we work tirelessly to meet that expectation.”

The most sought-after choices are the flat white, cappuccino and Americano, and for obvious reasons. Because roughly 90% of the cyclists who stop in before or after their ride opt for one of the above, the Oak & Vigne staff strive to make them as perfect as possible.

What's more, they're building a database that stores information about regular customers and their special preferences, so that each time you pop in, you'll get what you like without having to explain it. Talk about a personalised experience.

Can the resident expert recommend a good blend for cyclists? Head barista Bonita Lackey suggests the house-brand, double-shot flat white. “It's great value for money, a real pick-me-up before a ride, and has an excellent, well-rounded flavour and slightly smoky aroma.”

BIKE SAFETY

The Oak & Vigne Café has bike racks right in front of the shop, which means (if you're nervous) you can lock your bike up securely; alternatively, just sit close to where you've park it. Still nervous? Fear not; you can actually wheel your bike into the shop.

THE KITCHEN

Mary Strydom, the lady in charge of the kitchen, has developed healthy breakfasts and mid-morning snacks for cyclists wanting a



booster without compromising the natural goodness of their food. The Chelsea Health Meal (small or large) comprises Greek-style yoghurt, tropical muesli and fresh fruit salad, in three layers, with honey and lemon zest.

For the enthusiastic who want a lighter snack between rides, there's the Christopher Street Chicken Salad. According to Strydom, this will have you back on the trails in no time, without that frustrating food-induced midday slump.

BIKE-FRIENDLY AMBIENCE

Cyclists are welcome to kick back and put their feet up, sweaty spandex and all. If you brave the cold in winter, there's a warm fire inside that you could get away with drying your shoes in front of too. And in addition to their promise to meet your unique coffee needs, the Oak & Vigne will go out of their way to accommodate cyclists' requests.

According to Blain, the mountain-biking community of Greyton is friendly, and will do their best to give advice if

required. In fact, they often go out on the trails with visitors.

If it's your first time riding in Greyton, you can also get your permits here – the Café acts on behalf of the local MTB association. The green (intermediate/beginner's) trail is free, but the red and blue trails will cost you R40 for a day permit. Pedal Power members pay R20. **B**

COOL BEANS RATING



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AVERAGE

IS TOO LETHARGIC TO LOOK UP WHAT LETHARGIC MEANS

BEAT AVERAGE

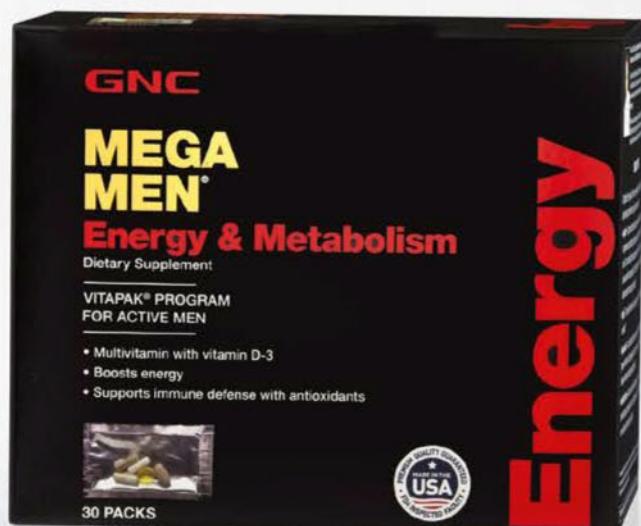
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The Beard From Nam

DAN CRAVEN

31, Namibia

CLAIM TO FAME

Pro rider: Team Europcar, Grand Tour rider, former African cycling champion, cover model

@BICYCLING_SA AFTER MANY YEARS RACING ON CONTINENTAL TEAMS, YOU FINALLY GOT A CALL-UP TO RACE THE VUELTA A ESPAÑA FOR THE EUROPcar PRO TEAM – WERE YOU SURPRISED? It's been a completely insane year. Hearing I was on the Vuelta squad was pretty frightening, to be honest. It's been such a long and hard journey to get here, and I'd virtually given up (*on making it to the top*) at some point. Then in the last year I sorted out some niggling issues, and suddenly everything changed around.

@BICYCLING_SA SO, AFTER RIDING THE VUELTA, ARE YOU IN WITH A CHANCE AT RIDING THE TOUR DE FRANCE NEXT YEAR? I'm actually more keen on doing the Giro first! It's been on my to-do list since coming to Europe in 2005, and I think it's actually a much cooler and harder race than the Tour – even if it doesn't have the hype behind it. So to be there is one of many goals for next year. Being the optimistic type, I'd say chances are close enough to 50/50.

@BICYCLING_SA BEING A PRO RIDER SEEMS SO ROMANTIC... It's only romantic from the outside. Very often

people are jealous of my job – until I start explaining the intricacies of it, and their opinions often change quickly. That said, I'm not complaining, I love what I do. It just takes a special kind of stupid person to want to do it for a living.

@BICYCLING_SA WHERE'S YOUR FAVOURITE PLACE TO RIDE? There are so many! Impossible to reduce it to one answer. Corsica, where I met @collynahart, is pretty special. Around the Italian lakes can be traffic-logged, but when not – absolutely stunning! But I always love returning home. MTB around our farm near Omaruru in Namibia means so much to me! At the end of the day, the best riding takes place when you are with good friends and have open roads, wherever that may be.

@BICYCLING_SA ARE YOU ALSO THE OWNER OF THE TWITTER HANDLE @DANCRAVENSBEARD? No. I have my suspicions as to who it is, but as yet they're unconfirmed.

@BICYCLING_SA SOME CALL YOU A HIPSTER. HOW DO YOU SEE YOURSELF? I'm very amused by being called a hipster. In no way do I think of myself as fashionable or a hipster. Then again, I don't really feel like a pro (even after being Continental-level for so long). I suppose

I actually just still feel like that little *bakoor-laaitie* from Omaruru that I used to be.

@BICYCLING_SA HOW FAMOUS ARE YOU IN YOUR HOME COUNTRY OF NAMIBIA? HAVE YOU MET YOUR PRESIDENT YET? I'm very upset to have never met our president! This has to change! The Namibian press is a small world, so I get a fair share of the press. The thing that amuses me most is when I hear that I've been talked about on the Oshiwambo-language radio station!

@BICYCLING_SA TO BEARD OR NOT TO BEARD? Mostly to beard! It works for me; I shave once in a blue moon, just to mix things up. But generally, beard is good.

@BICYCLING_SA DESCRIBE YOURSELF IN FOUR WORDS Man, this is a hard one... Namibian. Mischievous. Thoughtful. Optimistic. Alternative.

READERS ASKED....

@yolpreet How did you get to become a pro cyclist? Bottom line is I wanted to be a pro athlete from a young age, I just didn't know in which sport. It took me a lot of work to find the right sport. Once I found cycling I was just so in love with it that I didn't have any interest in anything else. Money and fame were never reasons for it (what money? But the bit of fame is quite pleasant, I must admit).

@AmyMostert

What's your diet philosophy? I'm a very big fan of Paleo (and bacon, and butter), but it's impossible to follow that 100%. What I do is try to cut out sugar. I also try making my carb intake more specific and reduced, not just all the time, or at random. All of that goes right out the window during my (current) off-season though! :)

@Alana_Jane

What keeps you motivated? Stupidity! :) Riding and racing is my passion, and there's nothing else I would want to be doing instead. That's kind of a big barrier that has kept me in the sport this long. But also, the fact that I have some long-term ideas (goals?) in the sport; and the longer I ride now, the more doors will be open in the future to chase those goals, as undefined as they might be. Also, coming from Namibia and knowing how fortunate/lucky I am – that thought helps a lot.

@waydefinch

What's your best advice for young riders? Enjoy yourself! Definitely enjoy yourself! Cycling is too hard a sport to do well at if you don't do it for yourself first. And always be willing to learn and grow, even if it hurts.

@amy_ebz So, I'm a girl who likes a guy with a beard. What's the secret to good growth?

Ha ha! I suppose people are either lucky to have a good beard or not. Besides washing it like I wash my hair, I don't really do much. The big thing is just experimenting with how the beard looks. Not to be afraid of experimenting and trimming! B

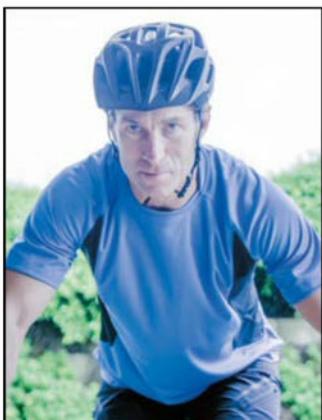
For more, search Twitter for **#DANCRAVENINTERVIEW**.



[Corné Krige's]

Specialized Stumpjumper FSR Expert Carbon 29

Words: Oli Munnik
Photos: Nick Aldridge



During a career that saw him captain every single WP representative side, from U13 to senior level, and earn 39 caps for the Boks, 18 of them as *kaptein*, Corné Krige was always a formidable enforcer on the rugby field, a weapon who led fearlessly from the front. With his boots hung up, and his days of breaking opponents in two now over, these days Krige gets his adrenaline rush by making sure his mountain bike doesn't break *him* in two. How the tables have turned!

Follow Corné on Twitter: @CorneKrigie6

GROUPSET

Shimano Deore XT brakes (with 180mm front and 160mm rear rotors) make sure Krige stops in time, avoiding collisions with fans asking for autographs out on the trails. It's great to see that bigger rotors are becoming standard, as they offer superior stopping power. The callipers feature heat-dissipating fins, to help with temperature control on long descents.

Interestingly, Krige runs his back brake on the left, so that when he's eating or drinking with his right hand (which he does exclusively), he doesn't go over the handlebars if he suddenly needs to brake sharply – that's *slimkrag my maat!*

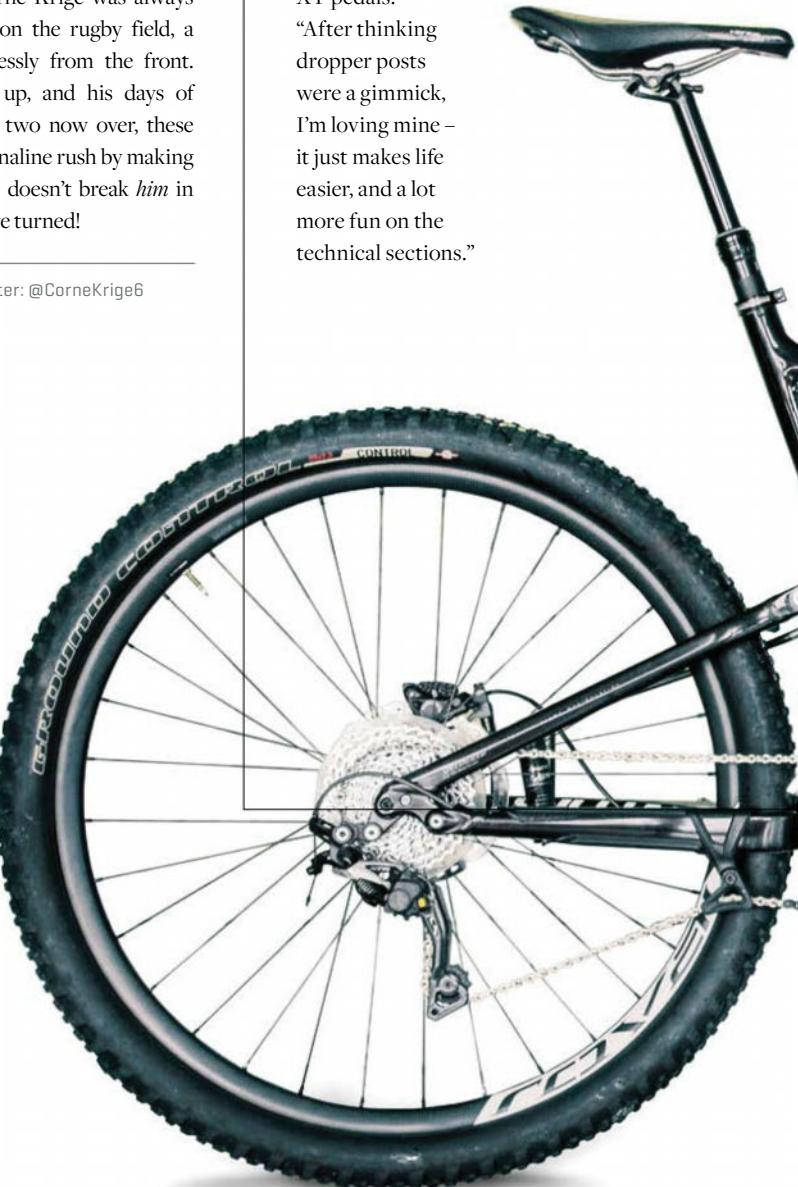
His 2x10 drivetrain is an interesting mix... up front, a SRAM custom-made-for-Specialized 36/22T carbon 'trail' crankset is paired with an X7 SRAM front mech, while at the rear, a Shimano XTR clutch derailleur guides the SRAM chain up and down an 11-36T SRAM cassette. Shifting is done via a pair of Shimano SLX trigger-shifters.

Adding to the effectiveness of the XTR's clutch, a Specialized 'Dangler' chain-retention system does a great job, Krige says, of eliminating chain slap, as well as chain suck in wet, muddy conditions.

PARTS

When it comes to speccing their bikes, Specialized have a wide-ranging catalogue of quality in-house parts to choose from, all of which are designed to integrate perfectly with their frames. Krige's Trail stem, XC mini-riser handlebar, Sip grips, Body Geometry Henge seat, Command Post IR dropper post and SWAT bottle cage all carry the Specialized logo, clearly demonstrating this fact. As Roval's owned by the Big S, the only parts that aren't in-house are his Shimano XT pedals.

"After thinking dropper posts were a gimmick, I'm loving mine – it just makes life easier, and a lot more fun on the technical sections."



FRAME AND FORK

Krige rips up the single track on a Specialized Stumpjumper FSR Expert Carbon 29er frame with Fact 9m carbon front triangle and M5 alloy rear end. He says that being a slightly heavier guy (at 90kg of pure muscle!), he really appreciates the Stumpjumper's more relaxed 'trail' angles (think slacker head angle) and longer, beefier suspension compared to his previous bike – a Specialized Epic 29er that he describes impeccably as “more suited to racing snakes than rugby players”.

130mm of plush suspension is available front and rear, thanks to a Fox Float CTD 34 front fork and Fox/Specialized Remote-Brain rear shock with Autosag and trail-specific tuning.

“On the Stumpy I’ve definitely seen an improvement in my confidence and handling. With the bigger shock up front – which has longer travel – I now sit in a more comfortable, more upright position. I also don’t k*ck myself as much on steep sections, where I used to get the feeling that I was about to go over the handlebars.”

WHEELS AND TYRES

Krige rides a set of Roval Control carbon rims laced to Roval-branded (but DT Swiss-made) hubs. Front and rear hubs spin on 15mm and 12mm through-axles respectively – these offer a stiffer, more controlled ride, and are ideal for bigger riders like Krige (though he did mention that if he were any heavier, he’d opt for aluminium rims).

Grip is taken care of by a Specialized Purgatory Control up front and a Ground Control at the rear, both of which came standard and are tubeless. While offering consistent grip, these 29" x 2.3" tyres are also high-volume, making them slightly heavier than marathon ‘racing’ tyres. “Tiaan Strauss – who I ride most events with – and I always choose more rugged tyres; they may be slower, but in the long term we simply have fewer punctures.” **B**



PHAT OF A VERY HIGH STANDARD OR QUALITY (SLANG), EG 'THAT'S A PHAT BIKE'. - MSN ONLINE DICTIONARY

Amsterdam Syndrome

JOHANNESBURG IS FINALLY GETTING ON THE CYCLE-FRIENDLY BANDWAGON. BUT WILL IT BE ALL IT'S CRACKED UP TO BE?



0

ON A JOBURG TALK-RADIO STATION, AN EXCITED LISTENER SENT IN AN EMAIL EXCLAIMING HOW HAPPY HE WAS THAT THE CITY WAS ABOUT TO PUT IN SOME PROPER CYCLING LANES. They would run from Braamfontein through Milpark to Auckland Park. This would give the students from the University of Johannesburg a safe route from Braamies – now in the process of being gently gentrified (not so much that it becomes square, but enough to be hip) – where many students stay, to their place of study.

It's a great idea. The listener burbled on: "Johannesburg will be just like Amsterdam." Yes!!! Well... no. Not really. Not at all. Not in the slightest. Amsterdam has more bicycles than cars. It is the bicycle-friendly capital of the world. And most importantly, Amsterdam is *flat*. Johannesburg is hilly. It's not San Francisco, but it's hillier than you might think. It rolls and dips, and has bumps not made for leisurely commuting.

Jan Smuts, the spine of Johannesburg, is typical of the city's roads, narrowing into two lanes when you most need them to be four. If you have ridden the Momentum 947 Cycle Challenge you will know Jan Smuts as the fun part – after you come across the Nelson Mandela Bridge, past Wits and the old SAB HQ in Braamfontein, trundle over the M1 you've just ridden down, fly at 70km/h past the Zoo, waddle up towards Rosebank and Parktown North, past the Colony Arms in Craighall Park and on up to

Randburg and the infinity that lies beyond.

You can swoop over hills in the Cycle Challenge, when cars are banned; during normal working hours, you cannot. There are no lanes, and there is no consideration. Each hill would be a tip-toe affair around taxis and cars turning single lanes into two.

Ideally, the city needs the solution that Trondheim has, in Norway. It's the only city in the world that has a lift to get cyclists up steep hills with little or no effort. Think of it as a chairlift for commuting. They called it the Trampe when it was opened in 1993, but now it goes by the technical term 'CycloCable'. It's a ski-lift, built into the road instead of in the air.

"To use CycloCable," reported odditycentral.com in July, "all you need to do is punch your keycard into a special slot and push the green button at the start station. Then you wait for the footplate; once it arrives, you stand up on your bike and put your right foot on the metal plate, and shift your body weight onto the right leg. Once your foot is in place, the launcher at the start station will give you a gentle nudge, to accelerate from zero to 1.5 metres per second. The lift can take you up as fast as two metres per second. It can handle a maximum of 300 cyclists per hour, is designed to support inclines of up to 18 per cent grade, and can extend as long as 1 640ft (500m)."

If, in the fullness of time, the City of Joburg gets more serious about cycle lanes,

this would be a hoot up Sandton Drive. Or imagine a CycloCable in Cape Town, up Kloofnek, with tourists and love-struck locals heading up to the mountain or Signal Hill. All this along a decent-sized cycle lane, with a barrier to stop cars from parking in it, or – as witnessed in downtown Cape Town this year – builders using the lane as their personal loading area. There has to be more to a cycle lane than merely a

“ ‘Johannesburg will be just like Amsterdam.’ Yes!!! Well... no. Not really. Not at all.

yellow line along a road with a picture of a cyclist in it.

Johannesburg's Integrated Transport Plan for 2013-2018 includes plans to build lanes and safe lock-up facilities. The CSIR gave Joburg "extensive plans for a cycle-friendly city" in 2009, reported the *Mail & Guardian*. Those plans highlighted the areas of greatest need, and designed cycle routes linking marginalised areas to the economic centres. There have been stalled talks, stalled plans and occasional moments of hope. But an Amsterdam-like Johannesburg is a long way away. ❸

INTRODUCING THE ECOSPORT

FROM
R207 900
IN SEARCH OF
inspiration



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THE WOW STUFF

By Gear Editor Oli Munnik & Bicycling Staff

**33 COMPONENTS,
GIZMOS, DOODADS,
EATS, MISCELLANEA,
AND WEARABLES
THAT WILL BRING MORE
FITNESS, STYLE,
SAFETY, MILES,
SMILES, AND
SATISFACTION TO
YOUR CYCLING LIFE →**



THE WOW STUFF



1

Shimano XTR Di2 Drivetrain POA

While at Scott's press camp in Switzerland earlier this year I leapt at the chance to ride Shimano's revolutionary XTR Di2 electronic drivetrain. The first thing I noticed was that it's certainly not a repackaged or reconfigured Dura Ace Di2 setup – Shimano have worked from the ground up to design and build a system that is tailored specifically to the demands of off-road riding. Despite not being allowed out of the car park (one of the journo's may just have been tempted not to come back from the single track!) I was able to get a good – albeit basic – feel for how it performed. What had me saying "Wow!" the most was the Synchro Shift option. It enables the system to choose when to shift both front and rear derailleurs, based exclusively on input from the rear shifter. It analyses what will be the most energy-efficient gearing for the situation based on the best chain line, and then it moves either one or both derailleurs accordingly. Next. Level. – Oli Munnik



2

Baggies

R1 059

I've been beating this drum for a while... there is life after Lycra! – O.M.

3

Old-School Bicycle Bell

R30-R60

More and more of my chinas are fitting these to their road bikes and their mountain bikes. Off-road we use them to let fellow trail-users know that we've caught up to them, while on the road they're great for letting pedestrians know you're approaching. O.M.



4

DeFeet Slipstream Socks and Dura Gloves

R375

Visibility is a cornerstone of cycling safety, especially during early-morning or late-afternoon rides, when light quality is often poor. We at *Bicycling* feel wearing something high-vis like DeFeet's range of Slipstream socks or Dura gloves goes a long way towards helping other road users – pedestrians, drivers, and other cyclists – notice you before it's too late. O.M.



5

AeroPress

R45

Instead of using a coffee machine or traditional filter to make the morning brew, I now 'press' my perfect cuppa. While the AeroPress is perfect for everyday use – being hardwearing, compact, and with a brew time of 20 seconds – it's also the ideal travelling companion. This means that if you're a coffee lover, there's no need to suffer through cups of Ricoffy or Frisco when you're away from home.

Mike Finch

7

Instagram

Free

In 2014 this free app flourished in South Africa, with thousands of cyclists sharing their view of the world while also gaining insight into the travels and experiences of the people they followed. It has the power to change the way you ride and relate to riding. O.M.



8

Purple Harry Bike Floss

R180

Having spent a few months on the road this year, both locally and overseas, I was really stoked to have some lightweight bike floss with me. It made cleaning my bike so much easier; and with three grades of floss in each pack, I was able to use them for a variety of cleaning jobs – from getting mud and dirt out of hard-to-reach places, to removing grime off my chain and cassette. They're also reusable, so I could punish them for weeks on end without having to find a replacement.

O.M.

SUPPLIED

No. 9



Giro Empire VR90

R3 195

When the retro lace-up Giro Empire road shoes first came to market a while back I knew I had to have a pair. Giro have released an equally badass off-road version this year, the Empire VR90 – and the feeling is no different. Their sleek, one-piece, breathable uppers offer amazing fit, a super-stiff Easton EC90 sole provides direct power transfer, and the moulded-rubber Vibram outsole keeps me firmly planted on the ground when necessary.

O.M.

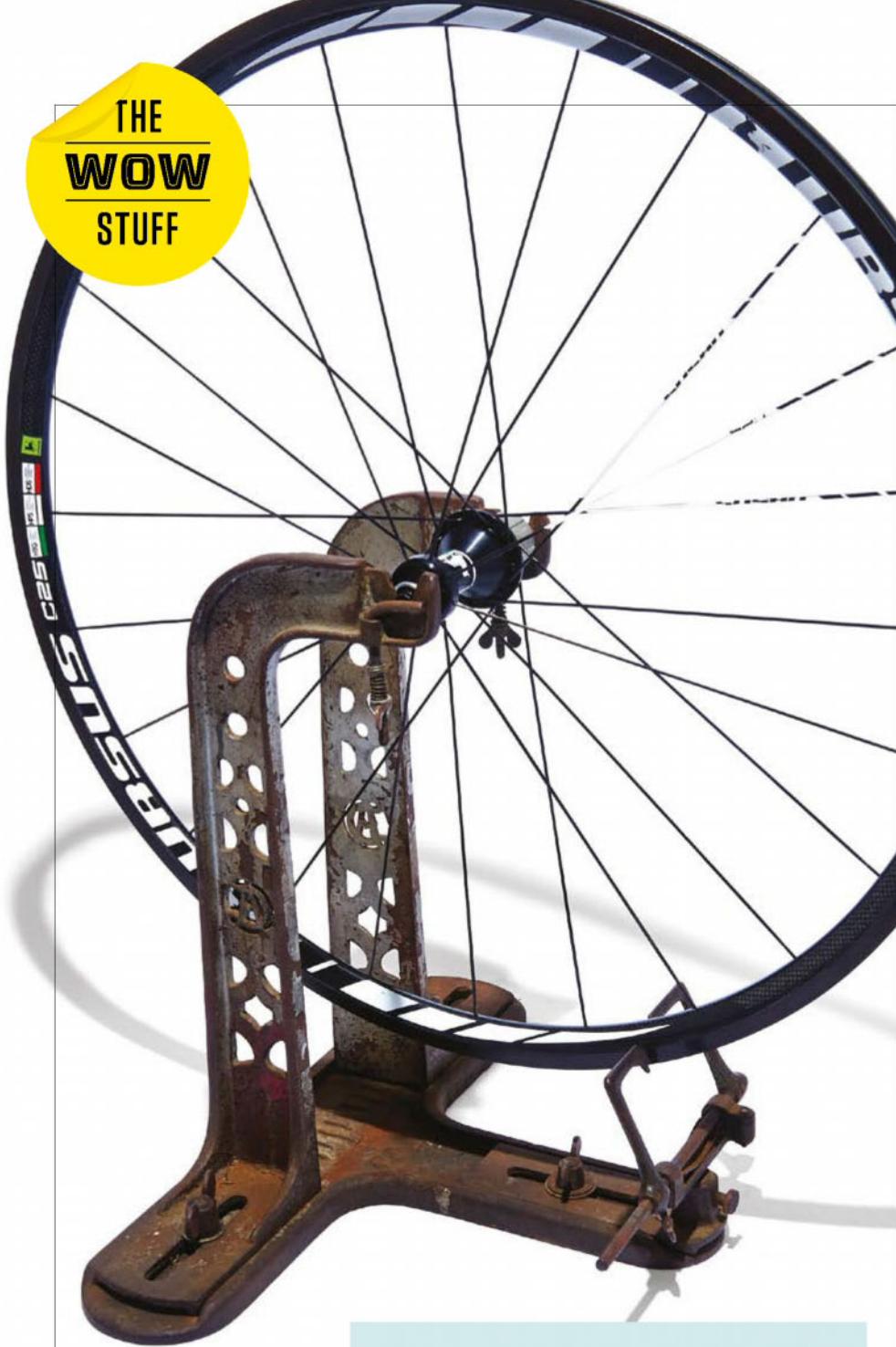


10

Llama Bar R16.95 each, R135 pack of 8

I started using Llama Bars in preparation for the 2014 Cape Epic, as a supplement to more traditional energy bars. By the time Al 'The Weapon' Davies and I reached the start line in Meerendal, these 45g performance nougat bars had become the backbone of my race food. With an improved, hassle-free wrapper and refined recipe, Llama bars are easy to open while riding; and critically, the nougat doesn't stick to the packaging. Most importantly, they provide a potent energy boost, and taste great while you're in the pain-cave. O.M.

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11

No.

Old Tools One unfortunate thing about technology – and I do love the latest tech – is that it makes fantastic, useful old tools obsolete. A lot of young cyclists might not even know that implements such as cone wrenches, BB lock-ring and pin tools, and headset wrenches ever existed, let alone what they're used for. Luckily, my favourite piece of bike-shop equipment remains relevant and useful: a 100-plus-year-old, cast-iron trueing stand. I acquired it for nothing, simply by being in the right place at the right time, and I don't think I'll ever have a reason to part with it. Sometimes, while I true a wheel with a sealed bearing or a disc hub, I try to imagine the number of wood-rimmed wheels that might have spun on my stand's stanchions over the years. – Brad Ford



12 Oh Mega
Butters
Natural
Peanut Butter

R31.99

I'm giving peanut butter, and the fat that the nuts contain, a chance! But instead of opting for reduced-fat versions, which often replace fat with processed sugars to boost flavour, I've been devouring Oh Mega Butters Natural peanut butter at an alarming rate. Naturally rich in protein, niacin and magnesium and also containing Omega 3 oils thanks to added flaxseed oil, it's keeping my engine well fuelled. – O.M.



13 Squirt Dry
Lube R90

I dislike oily, greasy chains with a passion. With Squirt's Dry Lube this nightmare simply doesn't happen. – O.M.

14 Lezyne Road
Drive Mini
Pump R455

I feel more 'together' as a rider when I carry this sleek, small pump in my back pocket, and cleverer when I eventually flat. The flexible hose allows for furious pumping without danger of snapping off the valve, and a pressure-release chuck ensures you won't accidentally unscrew your valve core when you've finished. – Matt Allyn





15 Thule EasyFold 932 Bike Rack R10 999

Bikes have a habit of getting muddy, dusty and greasy. When you transport them inside your car, no matter how hard you try, most of this dirt and grime – infuriatingly – manages to find its way onto the ceiling and seats and into the foot wells of your vehicle. The obvious way to avoid this ballache is to introduce a bike rack into the equation.

While many racks are bulky, finicky contraptions that require pool noodles, ropes and MacGyver-style knots to secure your bikes safely, Thule's EasyFold two-bike rack is remarkably well thought-out and easy to use and store. Its user-friendliness was perfectly demonstrated when my mum, who usually leaves this job for my dad, was able to fit and load two bikes without any help. *Mooi werk, Ma.* – O.M.



16 Chris King Espresso Tamper

R1 050

'Wow, that's rad!' is exactly how Bryony McCormick, *Bicycling*'s deputy editor, described this espresso tamper. I'd have to agree with her – espresso tamping just became rad! – O.M.



17 Pedro's Beverage Wrench

R177

Cracking open an ice-cold beer with your Pedro's wrench will have your cycling buddies wishing they had one too. – O.M.



18 Specialized SWAT Bib shorts R899

While most baggies come standard with a detachable inner lining and quality chamois, Specialized upped the ante by incorporating their integration-focused SWAT technology into their 2014 clothing line. You'll notice three rear pockets sewn into the upper hem of the bib's breathable mesh, giving it built-in storage capacity, which allows you to wear a loose-fitting, trail-style shirt and still be able to carry all the necessities. – O.M.



19 Evoc Bike Travel Bag R5 999

The gold standard in bike bags. The Evoc Bike Travel Bag's clever, user-friendly design makes packing, securing and hauling your precious prized possession a piece of cake. – O.M.



20 Bicycling Jersey R600

Join the *Bicycling* family! In 2014 we recreated our in-house cycling top with a bright, clean-cut design incorporating a South African twist on the rear pocket. – O.M.

21

No.

Ryder Digi Pump R1 100

'If you can measure it, you can manage it' is the idea underpinning marginal-gains theory – the approach famously used by Team Sky to squeeze every ounce of energy out of their bodies and maximise efficiencies within the greater team set-up. It hinges on the idea that by focusing meticulously on the small details, many seemingly insignificant improvements

and refinements will ultimately add up to a considerable enhancement in overall performance. Given the hours upon hours spent racing and training, correct tyre pressure is without doubt a 'detail' that should never be overlooked – it optimises rider efficiency, and maximises tyre grip and the overall stability of the bike. As conditions change from day to day, so should your tyre pressure.

This year I've been using Ryder's Digi footpump, which has an accurate digital PSI/Bar LCD gauge, to set my road and mountain bike tyre pressures. The sturdy pump, with comfortable rubber handle, features a 'pre-set' function that allows you to set a specific pressure to which the Digi pump will pump. If the pre-set's off you can still use its regulator to reduce pressure if you need to. The twin-head design fits both Schrader and Presta valves snugly, and doesn't let air escape unnecessarily. – O.M.

22



African Nature Merino Wool Top *In development*

This Merino-wool top is cozy and warm when you session a winter dawnie, breathable in the heat, and doesn't retain the delightful sweaty (ahem, floral) aroma I seem to generate when I ride – which makes it a great option for multiple-day racing. – B.M.



24 Manitou Shock Pump R430

Accurately setting my shock pressure has changed my life. Having played around with various pressures and found what works best for me, I've improved my bike's stability, maximised its efficiency, and given myself more confidence descending on single track. – B.M.

23

Church Originals Button Chair R1 195 (*deliver anywhere in SA*)

Without the space for a bike-stand at home, I can still use the Church Originals button chair, so that I don't find myself with a crick in my back from bending over my bike while I work on it. Made from gloss-sprayed chipboard and powder-coated mild steel, the Button Chair is both light and durable, making it the perfect workshop accessory.

O.M.



25

Cinelli 65 42 Handlebars *Price may vary*

Arguably the most elegant handlebar ever, the graceful, pista-style bend embodies everything that's visually right about bicycles. Bars like these graced the machines of old. The ones you see in

ancient, grainy black-and-white photos that you wish you could find at a car-boot sale, rolled out from decades of neglect, buried deep in a forgotten corner. Though Cinelli aren't available locally (or anywhere else, for that matter), Nils Hansen from Woodstock Cycle Works assures me there're a good few floating around Cape Town and the rest of South Africa... the key, he says, is to know what you're looking for. Best keep your eyes peeled! – O.M.

26

GU Brew Electrolyte

Tabs R75

In August I discovered a tube of these electrolyte tabs rolling around at the bottom of a drawer at home – a relic from one or other event's goodie bag. I threw them into my hydration pack before going on a recent overseas trip, as they seemed like a no-fuss option compared to spooning out mix from a tub into Ziploc bags, which is what I've always done in the past.

Simply dropping a tab into my bladder or water bottle was so easy – this makes

them the perfect choice for topping up mid-race. Ease of use aside, the packaging says they contain all the right things to replenish you; and having ridden with them for two months on the trot, I'd have to agree. – O.M.



27

Labello Sun Protect SPF30

R29

These lips don't lie. This little yellow pocket rocket offers the best sun, wind and overall protection against the elements while I'm out on the ride.

– Alana Doyle

28

Ass Magic Chamois Cream R150

Sometimes our derrières need some magic to make it through those long hours on the saddle... Ass Magic did the trick for me in 2014. – O.M.



29

POC Octal Helmet R3 990

At my first publishing job, one of the motorcycle-mag editors once walked into the office carrying a brilliant orange helmet. "Is that custom?" I asked. "No," Arthur said, "it's stock; but no-one ever buys them, so people think it's custom." The motorbike guys were gonzo

for safety gear: full leathers, helmets, gloves, boots, the works. "No way I'd be caught dead wearing that helmet," I thought. On my drive home that day, a flash of orange caught my eye in the rearview mirror. It was Arthur, 50 metres behind me in traffic. That basic lesson in safety stuck with me – the eye is attracted to motion and bright colours and is just one reason

POC's love-it-or-hate-it Octal road helmet in love-it/hate-it bright orange has become my daily helmet (surpassing my beloved Giro Aeon). It's also light, and has huge vents that keep me as cool as any helmet, and the blocky shape offers fuller coverage than many. Best side benefit? I no longer worry if my helmet matches the rest of my kit. It doesn't. – Joe Lindsey

30

Garmin Edge 810 R7 549

In 2014, both the Joberg2C and the Dusi2C introduced self-navigated routes on which riders relied on GPS-equipped bike computers, as opposed to traditional route markers, to make their way from start to finish on each stage. This intriguing evolution in mainstream MTB stage-racing has been made possible by the development of GPS-enabled bike computers such as Garmin's Edge 810.

In addition to offering standard bike-computer functions such as speed,

heart rate, cadence, altitude and power, the Edge 810 also tracks, plots and displays your location in real time on a sunlight-adjusting colour touchscreen.

Thanks to some pretty high-tech GPS technology, which Garmin call HotFix® satellite prediction, the Edge 810 accurately tracks your every move, allowing you to make turn-by-turn directions based on either pre-loaded base-maps, or for events, a unique route that's uploaded via the event's website or mobile app.

So as the start gun fires, riders no longer look ahead for arrows, but in fact make each and every navigational decision based on their handlebar-mounted GPS bike computers. The sci-fi future is now! – O.M.



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31
No.



SuperB Tool Set R1 250

The SuperB brand is a recent arrival to the local cycling market, offering high quality solutions for both professional workshops and home mechanics. The aptly-named '29Pcs Bicycle Tool Set', part of SuperB's classic range, offers a wide variety of essentials, giving you the right tool for every job. The most complete tool kit you'll ever own. – O.M.



SUPPLIERS

32 Hitcase Pro

iPhone 5: R1 799

Though I've abused it consistently over the past few months, the light and durable Hitcase Pro has proved to be dust-, shock- and waterproof. It hasn't let me, or my phone, down. An added extra is the built-in lens that increases your camera's field of view to 170°, which means that even with the case securely fitted, you can still capture the action.

O.M.

33 Trackimo

R1 995 (incl. 12-month subscription)

I often cycle on my own, and have recently started carrying a compact GPS device that does more than simply track my movements in real time. The Trackimo, which has worldwide service, features an SOS function that, when activated, sends out an SOS alert to up to 10 contacts, allowing them to check exactly where you are. Alternatively, it's also small enough to fix to your bike as a tracking device that will lead you to its exact location if it were to be stolen. – O.M.



1 coolheat.co.za

2 foxhead.com/za

3 [Your LBS](http://YourLBS.com)

4 defeet.com

5 moreflavour.co.za

6 maybelline.co.za

7 instagram.com

8 purpleharry.co.uk

9 omnico.co.za

10 llamabar.co.za

11 [Randomfleamarkets](http://Randomfleamarkets.com)

12 credeoils.com

13 squirtlube.com

14 twowheelstrading.co.za

15 thule.com

16 cyclesafrica.co.za

17 cycleman.co.za

18 specialized.com

19 hullabaloo.co.za

20 fitshop.co.za

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WHO HAD US SAYING **WOW** IN 2014



1
No.

LOUIS MEINTJES MTN-Qhubeka powered by Samsung

The 22-year-old Pretoria-born climber had us in the office on the edges of our seats on many occasions this year. The performance that sticks out for us was on Stage 16 of this year's Vuelta, where on the 16km climb to Lagos de Somiedo, Meintjes mixed it up with the best of the best, finishing 16th on the stage.



2
No.

ASHLEIGH MOOLMAN-PASIO Team HITEC Products

In the women's road race at the Commonwealth Games in Glasgow, Moolman snatched bronze from Aussie Tiffany Cromwell by the thinnest of whiskers after literally 'throwing her bike at the line'. Her determination was and continues to be an inspirational to all.



3
No.

CHERISE STANDER Team ReCM

Just a year after Burry's untimely passing, Cherise Stander was able to demonstrate the depth of her courage by winning the 2014 Cape Town Cycle Tour. We salute you, Cherise.



4
No.

GERT HEYNS Scott Factory Racing

At only 21 years old, Gert Heyns won the last stage of the 2014 ABSA Cape Epic and finished sixth overall with partner Matthys Beukes. A remarkable performance by the youngster, showing that he has both great talent and the necessary maturity to achieve the consistency that stage racing requires.



5
No.

WENDELL BOLE

In 2013 Wendell Bole suffered a devastating accident that broke both his shoulders and his back. At 64 years old, one would think, he'd be forgiven for hanging up his cleats. However, Bole's never-give-up attitude saw him recover in time to prepare for and compete in his ninth Masters World Track Championships in Manchester in October a remarkable and inspiring achievement.



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FORTEZZA SENSO T

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TOP-QUALITY COMPETITION TUBULARS
FOR ALL WEATHER CONDITIONS

FORTEZZA SENSO

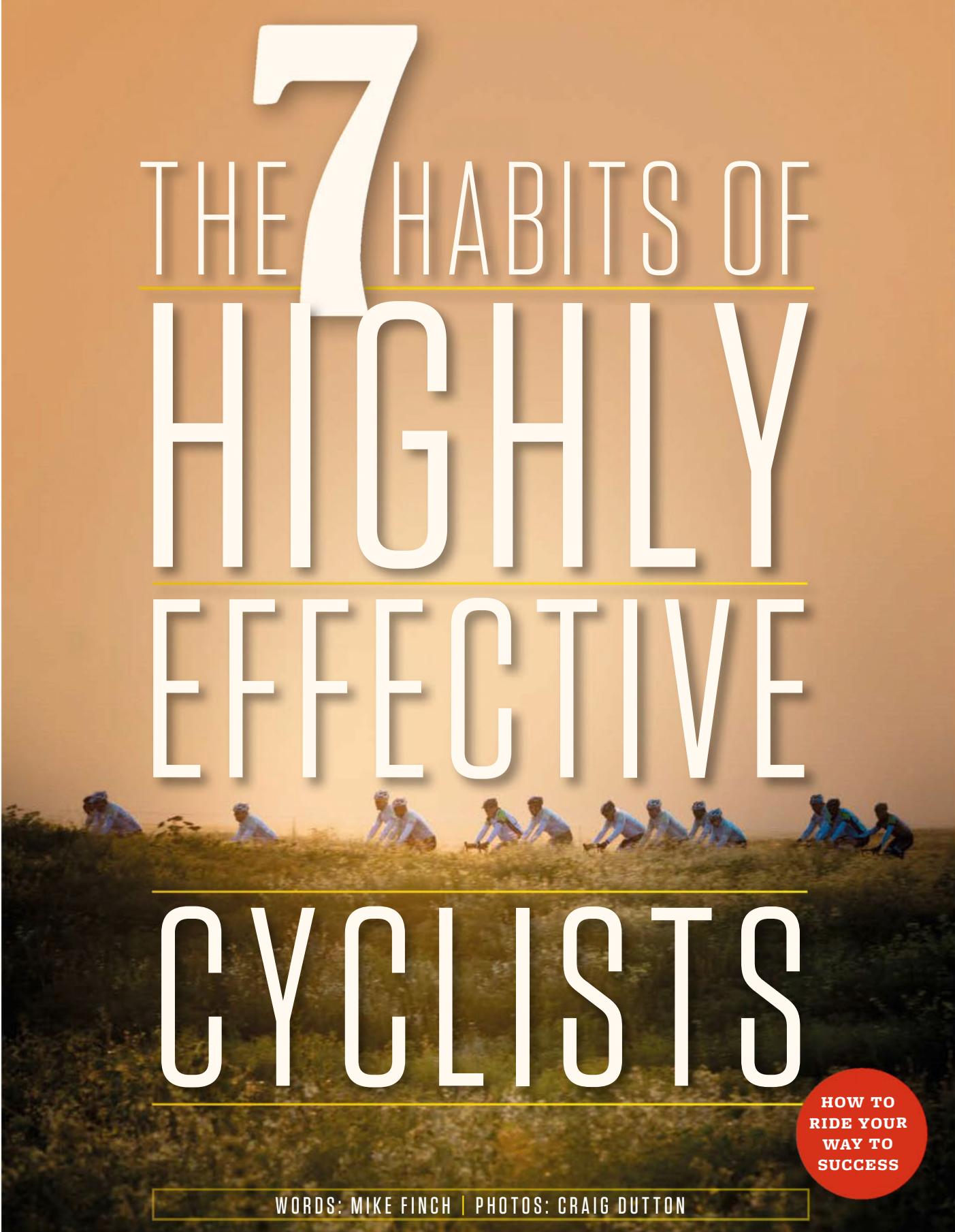
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THE 7 HABITS OF HIGHLY EFFECTIVE CYCLISTS

A photograph showing a group of cyclists in a peloton riding along a grassy, slightly hilly path. The scene is set during sunset or sunrise, with a warm, golden light illuminating the sky and the tops of the trees. The cyclists are wearing various colors of cycling gear, including blue, white, and black. The path they are on is surrounded by green grass and some low-lying bushes.

HOW TO
RIDE YOUR
WAY TO
SUCCESS

WORDS: MIKE FINCH | PHOTOS: CRAIG DUTTON

THE CHANGE A LIFE CYCLE TOUR BRINGS TOGETHER SOME OF SA'S MOST SUCCESSFUL BUSINESS PEOPLE, IN AN EVENT THAT TAXES EVEN THE FITTEST – FOR A GOOD CAUSE.

Perhaps the biggest concern aboard the luxurious Rovos Rail train over the four days of the Change A Life Masquerade Tour was the shortage of gin. For some reason, when you get 65 of South Africa's most successful business people to participate in a four-day, 600-kilometre road-riding tour up the West Coast, it seems the drink most likely to quench thirsts after a long day in the saddle is that age-old colonial classic, the G&T.

But sitting in the luxurious, olde-worldle, wood-finished dining carts, munching on delicate starters and expertly-cooked main courses, the drink of choice seemed appropriate for this *Out Of Africa* experience.

Throw in a former pro rider and Tour de France stage winner – Robbie Hunter – and this tour starts to look like a chapter from *The Seven Habits of Highly Effective People* (one of their habits being their preferred drink).

At first glance, the Change A Life tour is what it seems: a networking opportunity for high-powered business people that also raises millions for charity each year. But when you understand the distances and profiles of each day, it's clearly also a showcase for A-type personalities.

The tour is divided into four stages. Stage 1: 137km. Stage 2: 164km. Stage 3: 127km. Stage 4: 195km. That's a lot of cycling. To add to the challenge, there was also the option of a 45-kilometre mountain-bike stage on the final day – for those not satisfied with *only* 200 kilometres of road riding.



Stage 1: After an evening with Tannie Evita Bezuidenhout, the Change A Life Tour did a 137km tour around the famous West Coast town of Darling.



Stage 2: The exact routes up the West Coast were kept secret right up until the day of the ride, but were spectacular throughout.

RUDE SHOCK

So for everyone (like me) who thought this was going to be a week of gentle riding, followed by wining and dining... well, we were in for a rude shock. This was a true endurance event.

Take the MEC in the Gauteng Department of Health, Qedani Mahlangu, for instance. She'd already done one of these tours solo, and opted to ride tandem this year. By her own admission she can't train as much as she'd like, yet she finished each day like she rode – with a smile on her face, and encouraging words for everyone around her. That seemed to be the attitude of choice; and clearly, the attitude that breeds success.

As I suffered up the final 15km of day three in 43-degree heat – helped by a gentle push here and there from Robbie Hunter – I was amazed at the resolute determination of all those around me. I discovered later that even company director Adrian Nunn had finished the stage, despite weighing well over 115kg and having done virtually no training.

Make no mistake, there were plenty of racing snakes in the group... guys like USN chairman Albe Geldenhuys, Old

Wind Power: Each of the groups worked together to cover the long distances each day – showing the camaraderie of the Tour.



Happy Days: The MEC in the Gauteng Department of Health, Qedani Mahlangu, warms up for the final 195km stage with the Cape Minstrels

Mutual CEO Andrew Bradley, Prodigy Asset Management Director and former Springbok Hempas Rademeyer, and Metrofile CFO Richard Buttle – all of whom can hold their own in the top groups at any cycling event.

Johannesburg Stock Exchange CEO Nicky Newton-King is another with a

WHAT THEY SAID

“Every now and then, even though I'm dressed in a suit and tie and sitting in a boardroom, I can still feel the rocking of the train, or the beautiful sound of several bicycles changing gear as the road steepens.” – **Mike Chapman, Head, Asset Finance: Investec Bank**

“My legs and liver are still suffering, but the memories more than make up for that pain!” – **Adam Foster, Group Executive, Communications: Dimension Data**

“While parts of me are still aching from the ride, part of me is now saying “What next?”, and “Get yourself ready for next year!” – **Simon Longden, Business COO: Standard Chartered Bank**

“I am certainly much fitter than I was last month, having completed the tour!” – **Katy Caldis, Head Actuary: Liberty Health Holdings.**



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Natural Break: The relaxed pace of the groups meant that there was always time for a pitstop with a view.

proud cycling pedigree, having now finished every one of the seven tours (to add to her 10 Argus finishes), while Liberty Properties COO Maurice Mdlolo is such a cycling nut that his dream is to ride a stage of the Tour de France.

There was a sprinkling of Epic and Joberg2C finishers; and Hollard Insurace CEO Nic Kohler even has a finish in the tough European TransAlp MTB event to his name.

The message was clear: one of the habits of highly effective people... is cycling!

chaperoned by the Road Cover motorbike marshals, who scooted up and down between their charges, ensuring that cars passed without incident. With a TV helicopter flying overhead, it was hard not to feel like we were riding a Grand Tour.

From the outset, the routes were kept secret; and unless you used your phone's mapping services, it was difficult even to pinpoint our starting location every morning – usually no more than a deserted railway siding, still dark at 6am.

By the end of the tour we had ridden huge sections of the West Coast, through the fields around Darling (pregnant

“...YET SHE FINISHED EACH DAY LIKE SHE RODE – WITH A SMILE ON HER FACE, AND ENCOURAGING WORDS FOR EVERYONE AROUND HER.”

SPOOKS AND MUMMIES

The entrants were split into three groups – the Mummies, Spooks and Zombies – and some also made up a small clique called The Batty Mountain Bikers, who took on that huge final-day challenge.

Each group had a captain who dictated the pace, made sure everyone stayed with the group, and revealed unexpected motivating skills when the going got tough (a sense of humour is essential on this tour). The groups were brilliantly

with spring flowers), Lutzville, and the West Coast National Park. We survived long, flat roads fighting energy-sapping headwinds that played on the mind more than the body, and temperatures that crept into the low 40s.

It was hard-core stuff – yet virtually every one of the starters finished every day, and could be found cradling their G&Ts in the viewing cart barely two hours later. ☺



Rub Down: NFB CEO Mike Estment gets a much-deserved massage after the 160km second stage.

WHAT IS CHANGE A LIFE?

Through its annual cycling tour, the Change A Life campaign has raised R30-million for the following charities:

The Martin Dreyer Change A Life Academy, which helps previously disadvantaged athletes gain opportunities through canoeing, cycling and running.

The DNA Project lobbies government to promulgate legislation that will enable proper use of DNA analysis in the identification and conviction of repeat offenders.

The Change A Life Rape Crisis Centre Based in Cape Town, the Centre assists with the counselling and support of rape victims.

The Change A Life Karate-Do in Drummond and Cosmo City aims to use karate to uplift local communities.

iChoose To Change A Life A schools-based crime-prevention programme, based in eight primary schools in Gauteng.

The Nemato Change A Life Club Based in Nelson Mandela Township in Port Alfred, the Club provides educational, sporting, nutritional and emotional support to children in the area.

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ILLUSTRATIONS BY RYAN QUICKFALL

WORDS BY BICYCLING STAFF

For something that seems so simple, cycling can be maddeningly complex. It doesn't have to be.

Here's how to get your head around dropped chains, gear ratios, the right way to blow a snot rocket – and 18 other puzzles that will never confound you again.

BOOM!

(Riding your bike just got easier.)

NO. 4

UNTIE YOUR TONGUE

Never
mispronounce
these words
again!

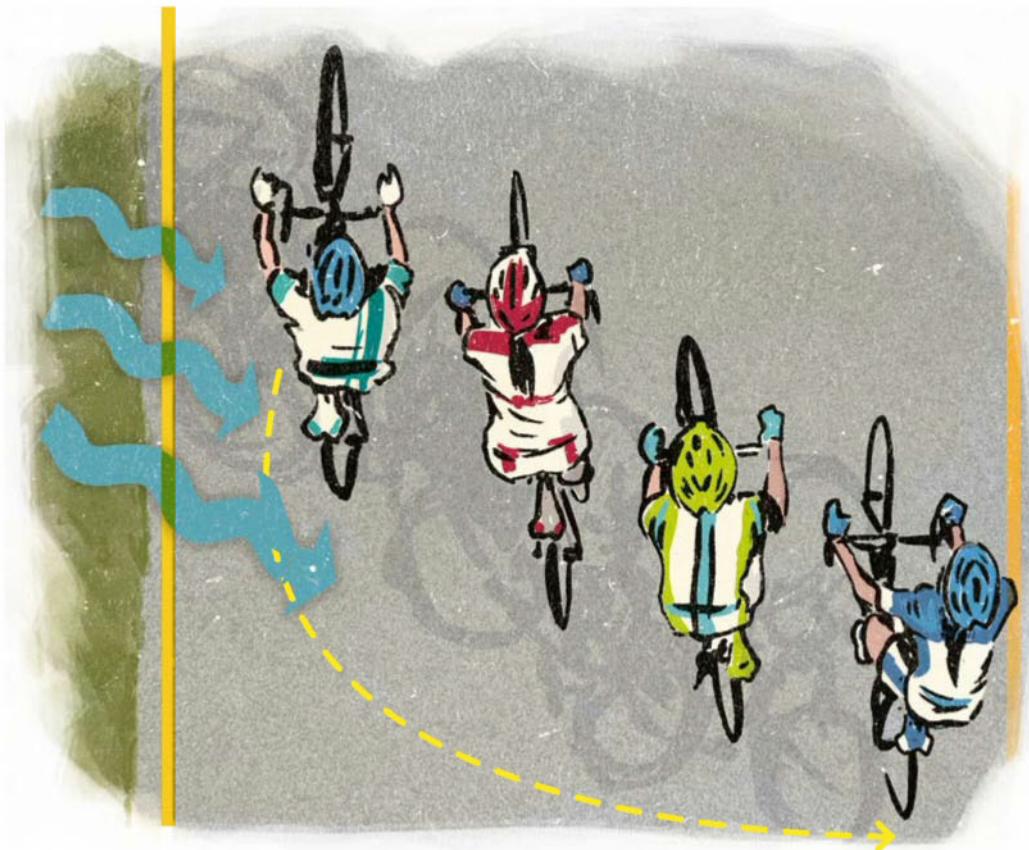
NO. 1 CONQUER A CROSSWIND

1 If there's just two of you, the one in front should move to the side, into the wind; then the rider behind seeks shelter by riding slightly overlapped on the leeward side (downwind).

2 The bigger the group, the further towards the wind the lead rider should move so everyone can find shelter.

3 In groups, this formation is called an echelon. The number of riders who can fit is limited by the width of the road. If you get stuck behind the last rider, try to get other riders to form another echelon with you, otherwise you won't be protected.

4 When the lead rider needs a break, he gradually drifts back and away from the wind to the sheltered end of the echelon. Meanwhile, everyone shifts over one position into the wind to make room at the back.



NO. 2

No More Fumbling with Rear Flats!

► Before removing your rear wheel, shift the chain onto the smallest cog in the cassette. Reinstalling the wheel is then as simple as placing the chain back onto the same cog. Why it works: it positions the chain and cog to centre the wheel between the drop-outs (where the skewer rests), making it go in easily.



NO. 3 ANTI-CHAFE 101

DO

► KIT UP FIRST. ► USE (THEN CHUCK) A DISPOSABLE LATEX GLOVE AND APPLY A THIN LAYER OF ANTI-CHAFE CREAM TO EXPOSED SKIN ON LEGS. AND NEVER DOUBLE DIP. (TRY ASS MAGIC - SEE PAGE 63).

DON'T

► RUB YOUR EYES, SCRATCH AN ITCH, OR TOUCH YOUR CHAMOIS OR JUNK WITH ANY ANTI-CHAFE-TAINTED DIGIT. ► THINK THAT IT WILL SUDDENLY HEAL EXISTING CHAFE. SOMETIMES OINTMENT IS JUST NOT ENOUGH.

REAR DERAILLEUR

Say "derailer"
not "derailyer"

The bike part that moves the chain from cog to cog. You might not think about it until it's ripped off by an evil rock.

DANIEL TEKLEHAIMANOT

Say "teckle-hame-an-ott"
not "teck-la-haim-an-haim-an-shooby-doo-wah-an-ott"

The tall, lanky Eritrean pro who rides for Team MTN-Qhubeka.

EDDY MERCKX

Say "Mirks"
not "Mirk-ex"

The greatest bike racer of all time. Probably.

FI'ZI:K

Say "physique"
not "physic"

The Italian saddle manufacturers who still believe in handcrafted quality.

CHAMOIS

Say "shammy"
not "(Pierre de) shamwah"
(unless you're in France)

The padded part of your shorts that makes riding long distances bearable.

MADONE

Say "madohn"
not "madonay"

Trek's aero race bike, and weapon of choice for Jens Voigt. ('Jens' with a 'Y', that is.)

PUNCHEUR

Say "puncher"
not "pong-shur"

A powerful rider who excels on short climbs, with sharp bursts or attacks. See: Sagan, Peter or Cancellara, Fabian.

KEEP CALM AND PEDAL YOUR CHAIN BACK ON

NO. 5 If you drop your chain on a downshift (big ring to little), soft-pedal in a smooth, steady rhythm. Shift back to the big ring, and the chainring will catch the chain. If you drop it on an upshift, spin lightly and shift back down.



NO. 6

SNOT-ROCKET SCIENCE

CHOOSE A SIDE

Avoid spraying the pack: Blow to the side facing away from other riders.

AIM TO PLEASE

Blow down, not out. For an inside nostril, point your chin towards your outside arm; outside nostril, point your chin towards your thigh.

CONSIDER ALTERNATIVES

In a big group or a fast pack, sometimes it's better to blow into your hand and wipe on your shorts. (We won't judge.)

NO. 7 FOOLPROOF PEDAL REMOVAL

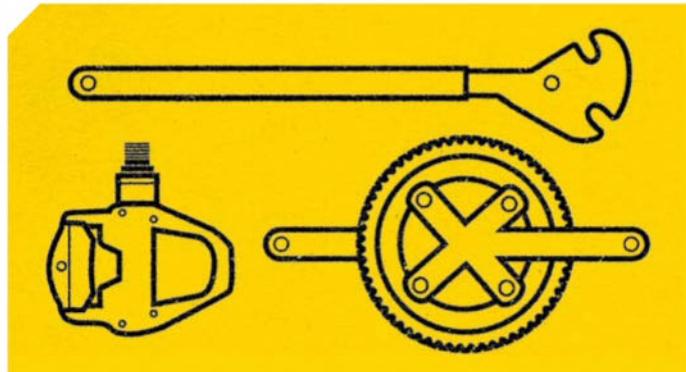
► The 'righty tighty, lefty loosey' maxim doesn't work for pedals – the left one is reverse-threaded, to prevent it from coming undone while you ride. Here's a no-fail way to remove them without damaging your spindles – or taxing your brain.

1 Place your bike in a stand or get a friend to hold the rear wheel off the ground.

2 Attach a hex or pedal wrench to one pedal.

3 Hold the wrench tight with one hand; grip the same pedal firmly with the other hand.

4 Keep angle of wrench constant and spin your cranks forwards. (To install pedals, do the same, but spin backwards).



NO. 8

MTB TYRE PRESSURE MADE EASY

Individual preferences, terrain, and tyre-type play a role in finding the ideal pressure, but here's a simple formula to get you started:

STEP ONE

If tyres are tubeless:
Body weight (kg) x 0.022 = x Bar

If tyres have tubes:

Body weight (kg) x 0.025 = x Bar

STEP TWO

Front-tyre pressure = x - 0.1 Bar

Rear-tyre pressure = x + 0.2 Bar



NO. 9 PREVENT PACELINE PANIC

PACELINES ARE GREAT – UNTIL SOMEONE SURGES OFF THE FRONT AND BLOWS THE ENERGY SAVINGS TO SHREDS.

WHEN IT'S YOUR TURN TO PULL, WHATEVER YOU DO, DON'T ACCELERATE. KEEP AN EYE ON YOUR CYCLING COMPUTER AND MATCH THE GROUP'S PACE, SAYS PRO CONTINENTAL RIDER SHANE KLINE.

NO COMPUTER? FOCUS ON HOW HARD YOU'RE WORKING. YOUR EFFORT SHOULD FEEL MARGINALLY HARDER, BUT NOT LIKE YOU JUMPED UP AN ENTIRE LEVEL.

NO. 10
FIVE
STUPID
RULES
YOU
SHOULD
BREAK*

**RULE SUNGLASS
ARMS GO OVER
HELMET STRAPS.**

Break It Anyone who notices you doing it – and cares – is not to be trusted.

**RULE CYCLING
SHORTS SHOULD
BE BLACK.**

Break It Have you seen the green ones at foxhead.com/za? Game-changers, bru.

**RULE CYCLING CAPS
ARE ONLY FOR
CYCLING.**

Break It Caps are appropriate anytime a bike is in sight, such as coffee stops, wrenching at home, or watching a race.

**RULE TUBES, TOOLS,
AND REPAIR
KITS MUST BE
STORED IN JERSEY
POCKETS.**

Break It Um, saddlebags are a fantastic invention. (Related, BTW: who says you always have to ride in a cycling jersey?)

**RULE CYCLISTS
MUST EAT BARS,
GELS, AND CHEWS
MEANT FOR
ATHLETES.**

Break It Peanut butter toast, raisins, wine gums. You will survive, even if you don't ingest the perfect carb-to-protein ratio.

*Why? Because some rules just complicate things. Especially stupid rules. And often, they become excuses not to ride.



**NO. 11 HOW TO
ENCOURAGE
A SUFFERING
RIDER**

The biggest mistake we make when trying to help struggling riders on climbs is assuming we know what they need. Instead, study them for clues:

► If he mentions a weakness, frequently shifts gears, slides around on the saddle, or has an erratic cadence, share some advice on technique.

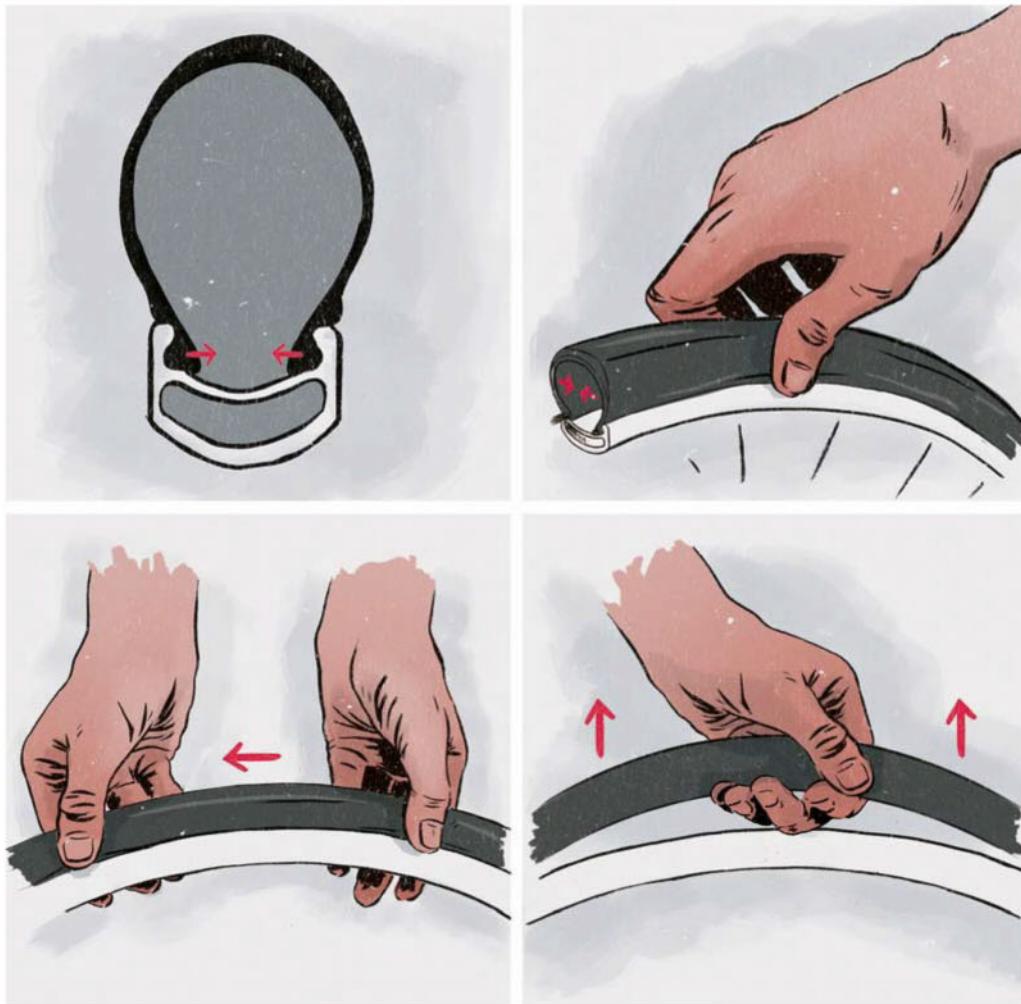
► If she constantly cranes to see the crest, or sighs at the sight of yet another turn, offer some information about the specific ascent.

► If he seems to be lost in mute dejection, distract him with a light story about some other ride.

► In all instances, start with a simple sentence or two. If there's no immediate response, hush your inner humanitarian and just ride side by side in companionable silence – often the kindest deed of all.

**NO. 12 ONE SIMPLE TYRE TRICK
THAT WILL CHANGE YOUR LIFE**

► No tyre levers? No problem. Before you try to pull the tyre off the wheel, work your way around the tyre, pinching the sidewalls together as you go. This allows the bead to fall into the centre of the rim where the diameter is smallest, so you'll have more room to manoeuvre the bead over the rim with just your hands.



NO. 13
AVOID EXCESS AIRLINE FEES

Flying with your bike can set you back up to R600 return – more if the bike-and-case combo is heavier than the airlines' typical 20-kilo limit. And with many hard-shell containers weighing 10 kilos empty, it's easy to hit that ceiling. "Avoiding those fees comes down to smart packing and finding the right case," says mechanic Doug Sumi, team mackie for Jamis Hagens-Berman. Here's your guide.

BIKE WEIGHT
< 10 KG

CASE TYPE

HARD OR SOFT
PACKING TIP

Come in under 20 kilograms? Add riding clothes, water bottles, and tools to save room in your luggage.

BIKE WEIGHT
10-15 KG

CASE TYPE

SOFT, OR A
CARDBOARD
BIKE BOX*

PACKING TIP

If you're close to the weight limit, pack pedals, seat, even tyres in your hand luggage.

BIKE WEIGHT
> 15 KG

CASE TYPE

CARDBOARD
BIKE BOX

PACKING TIP

Buy a second one, cut out the sides, and use them to reinforce the first one.

*Buy one from your LBS for a few bucks.



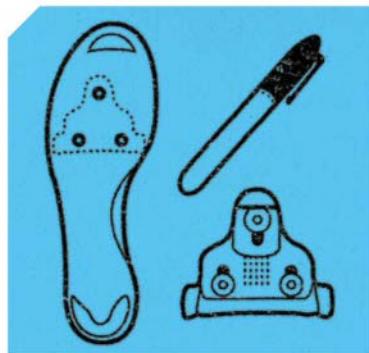
NO. 14 GET FIT WITHOUT A TRAINING PLAN

► When you're trying to become a better rider, it's easy to get distracted by gadgets and numbers. But here's a secret: You don't need a heart-rate monitor or a power meter (or even a training plan!) to build fitness. "People become too reliant on tools," says Neal Henderson, coach. Instead, pay attention to how your body reacts to different efforts. Coaches call it perceived exertion, and they plot it out on a scale. To get stronger on the bike, use the guide above to gauge how you should feel – and roughly how much of your week you should spend – at each effort level, says James Herrera, *Bicycling* columnist and founder of Performance Driven Coaching.

NO. 15

ATTACH NEW CLEATS IN EXACTLY THE RIGHT POSITION

► Before removing your old cleats, trace the outline or the corners of each one with a silver koki pen (on a dark-coloured sole) or a black koki (on a light-coloured sole). Place your new cleat within the lines.



NO. 16

INSTALL NEW HANDLEBAR TAPE WITHOUT LOSING YOUR MIND

Fresh bar tape is one of the easiest and most affordable ways to make a bike look new. Watch our how-to video at bicycling.co.za/bar-tape, then use these tricks to breeze through it.

PREVENT UNRAVELLING

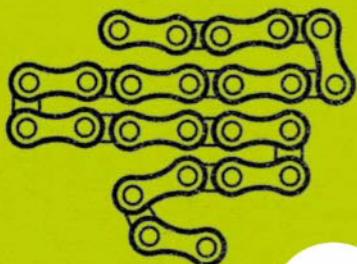
Before you start, attach the bar tape very low on the end of the drop; or ideally, just underneath it. Let it hang so the sticky side faces the head tube. This one trick will ensure you wrap in the correct direction, so the tape is less vulnerable to friction when you're riding.

PREVENT CONFUSION

Lay out tape, scissors, and bar-end plugs before you start. Then stick your finishing tape to the stem, so it's right where you need it when you need to complete the job.

Go slowly, and keep an even tension on the tape as you wind it around the bar.





NO. 17

GEAR RATIOS, EXPLAINED

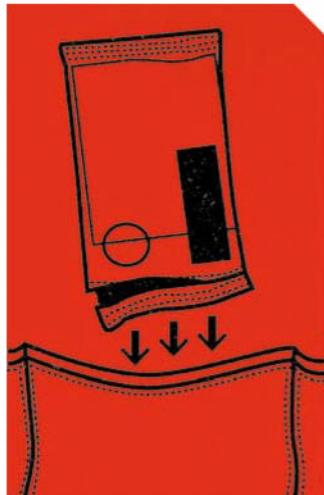
Gear ratio – or ‘gearing’ – is determined by which chainring (in front) and which cog of the cassette (at the back) the chain is on. Chainrings on road bikes usually come in a ‘standard’ pairing of 53 teeth and 39 teeth (abbreviated as 53/39), or in 50/34 or 50/36 combinations that are known as ‘compact’. Cassettes are most commonly made up of 10 or 11 cogs that range from 11 teeth to 25 teeth.

WHY IT MATTERS

It tells you how far your bicycle will travel with one complete revolution of the pedals. For instance, in the most common biggest gear, with the chain on the 53-tooth chainring in front and the 11-tooth cog at the back (or 53x11), you move forward about 10m with each revolution. In one of the most common smallest gears, 34x25, you’d move only about 3m – a big drop in distance, but much easier to spin.

THE RIGHT RATIO FOR YOU

- * If you like to sprint, live in a flattish region, or go fast downhill, you probably want a 53 as your biggest chainring and a cassette with an 11 or 12 as its smallest cog.
- * If you live in a hilly area, hate climbing in general, or just prefer pleasure over speed, you probably want your smallest chainring to be 34 or 36, and a cassette with a cog that has 25 teeth or more.



NO. 19

DON'T WRESTLE THE WRAPPER

► It was the fuelling mishap heard around the world: Alberto Contador crashed out of this year’s Tour de France after fumbling with an energy bar. Food should fill you up, not take you down – and the secret to staying upright is simple. Tear wrappers open before you start riding. Then, place the open side face-down in your pocket. That way, when you grab it, you can just lift the bar to your mouth without flipping it around – or hitting the ground.

NO. 18

NAIL YOUR RECOVERY RIDES

What part of ‘ride slowly’ do we not understand? Cyclists often can’t resist the temptation to go hard, even when they shouldn’t. Why? Because easy just feels *too* easy, says Benjamin Sharp, a cycling educator. But that means you’re doing it right, he points out. Sharp likens it to walking: “You should feel like you’re taking an after-supper stroll with your significant other.”



NO. 20 WEAR YOUR HELMET THE RIGHT WAY

We see too many riders with a helmet style so sloppy, they may as well leave the lid at home. Follow this expert (and practical) advice for proper fit.

- Place the helmet on your head so it’s level front-to-back – when you look up, the front should barely be visible – and not listing to one side.
- Adjust so that the lid is snug, but not too tight. (It shouldn’t move when you shake your head; or leave a mark on your forehead.)
- The ‘Y’ of the strap should fall just below each ear.
- Tighten the strap just enough against your chin so that it pulls your helmet down a bit when you open your mouth.

FINAL TEST Gently push the front of your helmet up and back. If it moves more than a couple of centimetres, readjust.

NO. 21 RIDE YOUR BIKE Cycling is a pursuit that forever rewards dedication, diligence, and tenacity – you can immerse yourself in the study and execution of ever-finer nuances of the practices, techniques, lore, etiquette, and obligations of the accomplished cyclist. But remember, riding a bike is also an activity mastered by bears, monkeys, and four-year-olds – and perhaps never enjoyed by any of us more than it is by the four-year-old. (We can’t say for certain about the bears and monkeys.) Go ahead – work hard at cycling. Just play harder. ■



Founder
Jourgs Trulli, then and now

From Start
to Finish

Don't ever stop riding.

And never forget why you
started riding in the first place.

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BY JACQUELINE ITSINES AND ANDRÉ VALENTINE

A SPIN ON SOUTH AFRICAN ROADS CAN CHALLENGE EVEN THE MOST CONFIDENT CYCLIST. MAKE THE TAR PATHS IN THE CONCRETE JUNGLE EASIER TO NAVIGATE WITH THIS PRACTICAL ADVICE FROM URBAN-RIDING EXPERTS.

ALL YOUR COMMUTE EXCUSES – BUSTED!

EXCUSE “I’m out of shape.”

BUSTED! No need to speed. Cruise along at an easy pace, and your fitness will start to improve in about a month.

EXCUSE “It’s too far.”

BUSTED! Hybridise your commute by riding your bike part-way to your workplace, then locking it up and hopping on public transport. Or drive to a destination on the way to work, and ride the rest of the way in.

EXCUSE “I’m afraid I’ll get hit by a car.”

BUSTED! “The more you get out there, the more comfortable you’ll be,” says Alissa Simcox, a cycling safety educator. Still, minimise your risk: stay alert and cautious, always obey the rules of the road, and communicate with other drivers.

EXCUSE “I have nowhere to store my bike.”

BUSTED! Most office buildings have a storage room or cupboard where you can stash your bike. No luck? Park it in your cubicle or office, and prepare for frequent visits from curious – perhaps even impressed – colleagues.

EXCUSE “I’ll get all sweaty and gross.”

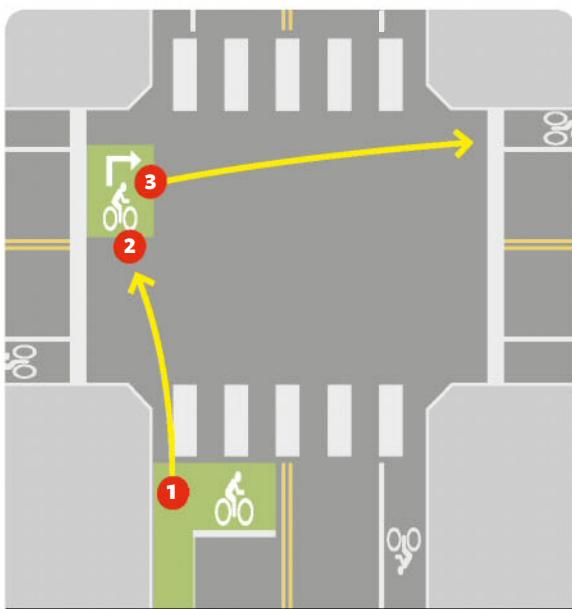
BUSTED! “With a few key products, transitioning from bike to workplace can be seamless – even without access to a shower,” says cycling blogger Susi Wunsch. A few of her favorites:



- TRESEMME Instant Refresh Dry shampoo 200ml R75, takealot.com
- Axila Sweat Pads R60, barleygreen.co.za
- Dettol Hygiene Wipes R49/50 wipes, Pick n Pay

THINK INSIDE THE BOX

Turn boxes – painted squares located in front of the stop line – have become a hit in the US. They enable cyclists to make safer turns, and are especially useful for turning right across multiple lanes of traffic, where you could hold things up if you’re slow. While turn boxes aren’t used in SA, the strategy cyclists employ in them is still applicable, and can help you out of a hairy situation while maintaining a good relationship with the motorists involved.



HOW TO USE A TURN BOX

1

When you have a green light, pedal to the opposite corner.

2

Once you’ve crossed, turn to face the new direction of travel.

3

Wait until the signal changes, and proceed with traffic.

PACIFY THE MOTOR MOUTHS

ANY TIME YOU MIX IT UP WITH A DRIVER, YOU PUT YOURSELF IN POTENTIAL LEGAL AND PHYSICAL DANGER, SAYS ATTORNEY JOHN DUGGAN. DO THIS INSTEAD:

• **IGNORE HECKLERS AND HOOTERS** Knee-jerk emotional responses will only make things worse.

• **GET OUT OF A TAILGATER’S WAY** You have a legal right to be where you are on the roadway, but safety trumps the law.

• **SMILE** You’re having a great day and probably reaching your destination quicker than an agitated driver.

MAKE A STATEMENT

Never give motorists around you a chance to wonder where you’re going; ride predictably, use your lane, and let your intentions be known at all times. At a red light, stay in the left half of the left lane and roll up just in front of cars to scan the intersection and make yourself visible. Use big, broad motions to signal your intentions, and do whatever it takes to communicate with vehicles around you. Make eye contact with drivers, point to yourself and your anticipated direction and wait for acknowledgment. If the driver closest to you has his window down, talk through the window to confirm where he or she plans to go.

COEXISTING WITH MOTORISTS

"There's space for all of us on the road – so don't argue or get aggressive with other road users," says Andrew Wheeldon, cycling activist and managing director of the Bicycle Empowerment Network (BEN). Respect is the key to creating harmony with motorists, he advises, and simple gestures like thanking courteous motorists are what makes the difference between gaining and losing respect. "Treat others as you would like them to treat you; the effect is that they will then respect other riders too."

Former pro Nic White echoes Wheeldon's sentiments, but believes the onus is on the motorist. "Motorists need to respect the bicycle, as the more vulnerable vehicle. But cyclists need to behave in a manner that entices the motorist to take care." White started a safety initiative called Right2Ride a few years ago, and tells us the key to harmony is for both parties to give the other what they want: "Riders want more respect, and motorists as well," he says. "It doesn't bode well when there is aggression from either side. We want harmony, and mutual respect for the dangers of being on the road. So give it to each other."



6 TIPS TO SAVE YOUR LIFE

ANDREW WHEELDON AND NIC WHITE SHARE SOME SAFETY TIPS THAT WILL DO MORE THAN JUST PREPARE YOU FOR THE WORST – THEY COULD SAVE YOUR LIFE.

- 1 Ride your bike defensively. Obey all the traffic laws, and look after your own safety first.
- 2 When in doubt, dismount to the left of your bike and step onto the pavement; give any danger you anticipate a chance to pass.
- 3 Keep your bike roadworthy to ensure that no sudden mechanical leaves you in danger and at the mercy of traffic.
- 4 Try to use quieter routes where possible to avoid dealing with motorists, especially during peak traffic hours. Cut through suburbs where you can.
- 5 Expect motorists *not* to see you. The best way to establish whether a motorist has noticed you is to make eye contact and hold it. If he or she doesn't, be vigilant – and perhaps give them a chance to pass.
- 6 Remember that as a rider, you are the vulnerable one; so rather anticipate the motorist and be the first to brake.

Andrew Wheeldon's Bike Roadworthy Check

- 1 **MAKE SURE YOUR BRAKES WORK EFFECTIVELY, AND THAT CABLES ARE INTACT AND LEVERS ARE FUNCTIONAL.**
- 2 **ENSURE THAT YOUR PEDALS ARE FITTED CORRECTLY AND ARE TIGHTENED.**
- 3 **CHECK THAT YOUR CHAIN IS NOT WORN.**
- 4 **CHECK THAT THE HANDLEBARS AND HEADSET ARE FITTED CORRECTLY AND ARE TIGHT.**

WEATHER THE WEATHER



WIND Be aware of your surroundings. Around corners and tall buildings, high winds can cause

unexpected gusts that are capable of blowing you over. Round your shoulders and lean into crosswinds to decrease resistance. In a headwind, downshift to make pedalling easier; and hold the handlebar firmly, but stay relaxed – stiffening up just makes you more vulnerable to gusts.



RAIN In slippery conditions, give yourself plenty of time to stop. Don't accelerate or decelerate on curves, especially if roads are covered with wet leaves or other debris, as it may cause you to spin out of control. Also, let a bit of air out of your tyres to increase traction, and consider dropping your saddle height just a bit, so your feet can touch the ground more easily when you've stopped.



HEAT The key is to stay hydrated. If you're going for 30 minutes or less, say a quick run to the shops or a friend's house, you can get away with occasional sips from your bottle, but try to drink every 10 to 15 minutes on longer rides. If there's no bike lane, always look around you and be extra-cautious – especially important when removing your hand from the bar to grab your water bottle.

TRAIN YOUR EYES

The reason we're having so many hairy incidents with motorists lately could be because of our waning ability to use our eyes effectively, says Dr Sherylle Calder, owner of the EyeGym in Cape Town.

According to Calder, our daily exposure to TV, cell phones and hours of close work are causing our visual abilities to decrease, hampering our ability to react to situations on the road. "Constant exposure to static data on a screen - documents, spreadsheets, etc - means we don't exercise our eyes the way we should to react to common interactions, and our visual skills are deteriorating," says Calder.

While this applies to all situations, Calder points out that the effect is detrimental to our depth perception. "Depth perception affects how you perceive and react while moving; the faster you go, the harder it becomes to judge." Which could explain why motorists and cyclists are in so much danger, as they tend to go at high speeds.

So what's the solution? It's simple, actually: "Get out more," says Calder. "Take a walk, and use your eyes. Get into situations where your body needs to react to what your eyes see."

The good news, says Calder, is that riding regularly provides the perfect practice - so get on the bike, and get your eyes as fit as your body is.



DO BRIGHT COLOURS MAKE A DIFFERENCE?

While there's no doubt that wearing lights and bright clothing improves your visibility, that's no guarantee that a motorist will manage to miss you. Because of our deteriorating visual skills, even though a motorist sees you, he or she may not perceive the situation correctly, and could therefore react unpredictably - to your detriment. This doesn't mean you *shouldn't* wear bright colours and use lights; but don't depend on them to make a motorist steer clear. Rather be on your guard, and prepare to react if necessary. - Dr Sherylle Calder

SAVE YOUR LIFE

WE TOOK TO SOCIAL MEDIA TO FIND OUT HOW YOU LOOK OUT FOR YOUR OWN SAFETY; THIS IS SOME OF THE ADVICE YOU HAD TO OFFER.

ANDREA DEARY

"If you're riding past busy side-roads and the car behind you wants to turn left, move into the middle slightly to prevent the car racing ahead of you and cutting you off at the last moment. Make sure you are seen, and use your judgement."

DEBBIE LOFFELL-DAWSON

"Look motorists in the eye (if you can), and - especially if it looks like they are going to assume you're slow, and pull out in front of you - adding a little shake of the head goes a long way."

EBEN VERMAAK

"Check the wheels of parked cars; if they start turning, plan your evasive manoeuvre. And watch drivers' heads for telltale signs that they want to change lanes or pull over suddenly."

STEVEN MORRISON

"Check your bike before you go for a ride. Don't just assume everything is fine because the previous ride went without any mechanicals."

GREG VAN DER WESTHUIZEN

"Create a picture with important contacts and medical-aid details, and save that as your lock screen on your phone. That way, paramedics don't have to search for your ICE info." 

MOTIVATION

WE ASKED YOU WHAT MOTIVATES YOU TO RIDE ON THE ROAD. YOU SAID...

FAYE DARBY "The amazing body that I'm getting from riding."

CRAIG RAMBLING WARPIG "I used to mountain bike to get away from the maddening crowds; now they're all on mountain bikes, so it's back to the road I go."

DRIES BESTER "Strava and a nice 50km route with almost no cars. Living in a small town in the Free State has its perks."

JO VAN DER MEER "Freedom and fresh air. I don't like the noises and smells of the gym. There is the air conditioner, but nothing beats the fresh air of the open road."

JEAN BLOM "Road equals speed."

MONDE SUSSMANN "Pain - the more I suffer, the more my muscles are thankful."

RYAN VAN ROOYEN "Speed. I commute at times on my MTB, and love passing all the gridlocked cars - sometimes on the single track next to the road."

ZIBETH HANSEN "A big group on a coffee ride."

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RAISING THE BAR

Hidden beneath all that colourful tape, the handlebar is easy to take for granted. But thanks to new and evolving shapes and sizes, it plays an increasingly critical role in the quality of your ride. It's time to take a fresh look at this unsung component. *By Joe Lindsey*

Imagine you buy a new road bike, and start heading out for rides. After that fresh-handlebar-tape smell wears off, you start to notice that your shoulders hurt on a long ride, or your hands go numb, or you can't reach the brake levers from the drops quite like you want to. But the bike itself might be fine – it could just be that the handlebar is not quite cutting it.

As recently as 20 years ago, the bar played a mostly utilitarian role: It provided a place to attach brake levers, and gave you something to hold on to. But recent changes in bike design and innovations in manufacturing have led to an array of new handlebar shapes and sizes. This formerly overlooked component now plays an integral part in how we get along with our bikes, affecting everything from fit to comfort to handling.

The correct handlebar will put your hands in a position to support your upper body without putting strain on your neck and shoulders, and help balance your weight between the front and back wheels for proper handling. New shapes, like compact bends, offer improved ergonomics and control.

"There are so many more options, and people have realised they don't have to be uncomfortable," says Charlayne Barger, an experienced bike fitter.

What's driving this new bloom of options? Many trend-watchers point to the advent of compact-frame geometry in the 1990s. Those frames,

still popular today, have sloping top tubes that accommodate a greater range of rider heights, allowing manufacturers to produce fewer sizes. Before those developments, most frames were designed with a rider's ideal stem and saddle position in mind. Typically, cyclists could find a good fit with only minimal changes to their stem length and saddle height. Compact frames flipped that formula 180 degrees. "Now, frames dictate what to do with the stem and seatpost," says long-time frame-builder Tom Ritchey.

To adapt, riders have to rely on more pronounced changes to their saddle location, and especially their hand position.

As cyclists began clamouring for additional ways to fine-tune their set-up,





new materials and techniques gave component-makers more control over bar shape. Removable-faceplate stems opened up more bend options, since the bar no longer had to fit through a stem clamp. The result is a smorgasbord of choices: complex shapes, more combinations of reach and drop, better ergonomics, and larger clamp diameters that promise more stiffness. With so many options, the handlebar has become an important tool to help cyclists find an ideal riding position.

Bar shapes and sizes continue to evolve. Selecting the right one requires some trial and error, but it's easier than you might think. Assuming your bike is the right size,

your bar should let you reach the brake hoods comfortably with a slight bend at the elbow. When your hands are on the hoods or wrapped around the hook portion of the drops, your wrists should be at a comfortable angle. And you should be able to reach the brake levers easily from the hoods or drops.

Changing your bar won't make up for a frame that doesn't fit. But it can make your bike feel better, increasing comfort and improving control. The handlebar is one of just three points at which your body contacts your bike, so even small changes can have an outsized effect – transforming a good bike into a great one. **B**

DROP BARS

120 YEARS IN THE MAKING

1890s	<i>American racing legend Major Taylor uses a drop bar and an innovative adjustable stem to achieve a lower, more aggressive riding position.</i>
1920s	<i>Steel bars with wide-radius drops prevail.</i>
Mid-1950s	<i>Ambrosio is the first major manufacturer to develop an aluminium drop bar.</i>
1963	<i>Cinelli produces the Mod 64, the first widely-adopted aluminium drop bar.</i>
Early 1970s	<i>Turin Tube Technology (later 3T) develops the Competizione bar. One version has flat tops and deep, round drops that will become known as the Merckx bend.</i>
1986	<i>Modolo creates the Anatomic bar. Its drops have six bends and several flat sections.</i>
1989	<i>Greg LeMond uses Scott's Aerobar in the final time trial at the Tour de France.</i>
1990	<i>To accommodate Shimano's STI shifters, which incorporate brake levers, bars like ITM's Super Italia Pro feature longer ramps.</i>
1999	<i>The Deda Elementi Newton is one of the first bars with an oversized, 31.8mm clamp diameter.</i>
2004	<i>Italian Paolo Bettini wins Olympic gold riding the Deda Spectrum carbon-fibre bar.</i>
2005	<i>Compact frame geometry results in a trend towards shallow (compact) drop bends like the one used on FSA's Omega. – Kip Mikler</i>

TERMS OF ENDEARMENT

Key dimensions to help you select the ideal bar

GET A GRIP

SIMPLE STEPS TO FIND THE RIGHT BAR

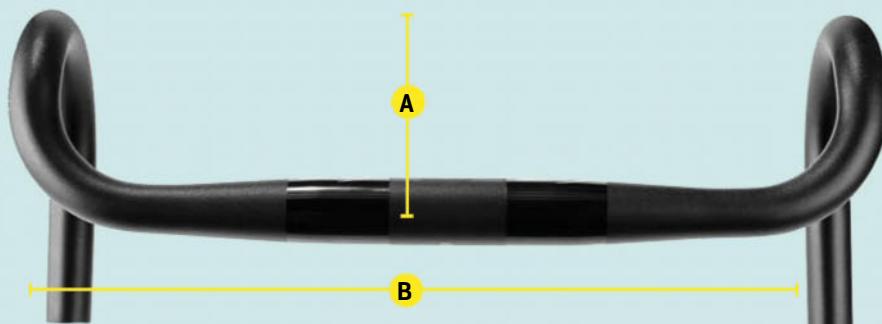
NO. 1 // Prioritise reach. You spend most of your time with your hands on the hoods, so that dimension is the most important to get right. Start with a short-reach bar, then adjust out if needed.

NO. 2 // To find the right width, grab the handlebar hooks and let a friend or shop employee eyeball you from the front. Your arms should extend straight forward.

NO. 3 // No matter what the shape, you should be able to easily curl the tips of your index and middle fingers around the brake levers.

NO. 4 // Unless you require a super-light bar or a unique shape, consider an aluminium model. Carbon offers better vibration damping, but costs much more.

NO. 5 // If you race crits or are a bigger rider, consider a bar with an oversized 35mm clamping diameter. But stiffer bars can lead to a harsher ride.



➊ Reach Horizontal distance from the centre of the handlebar top to the centre of the furthest extension of the bend, where brake hoods are mounted. A reach of less than 80mm is short; 80 to 85mm is medium; 85mm or more is considered long.

➋ Width Most companies measure a bar's width from the centre of each drop. Common sizes are 38, 40, 42, and 44cm.

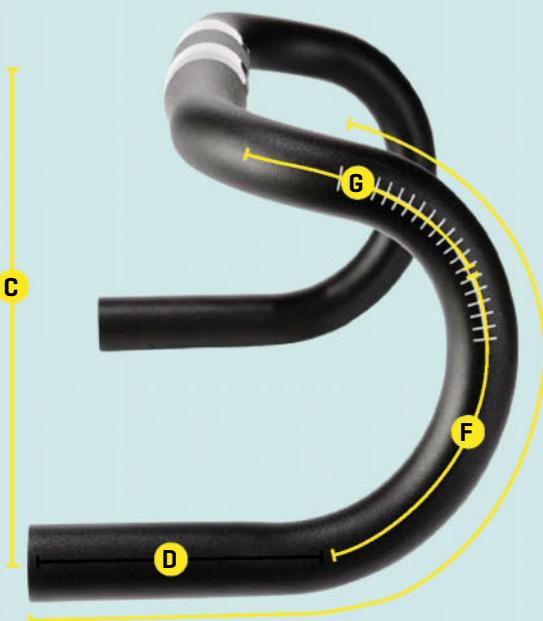
➌ Drop The vertical distance from the centre of the bar top to the center of the deepest part of the bend. A drop of 125mm or less is considered shallow; 125 to 128mm is medium; more than that is deep.

➍ Drops Straight portion of the bar that extends back towards the rider.

➎ Bend The curved section of the bar (see inset).

➏ Hooks Section of the drop just below the brake-lever clamp that is used during descending and cornering.

➐ Ramp The segment that transitions from the top to the hooks. It's sometimes measured by the steepness of the angle to the point where the brake hoods are installed.



MERCKX	ERGONOMIC	COMPACT
Also known as the classic or round bend, this option has an even radius and is often found on bars with deep drops.	This popular shape is similar to the Merckx bend, but has a more sharply curved hook.	A design with a very short reach and shallow drop.

YOU CAN HANDLE IT

SMALL CHANGES TO YOUR BAR'S DIMENSIONS CAN IMPROVE FIT AND PERFORMANCE



Reach A longer reach can increase your leverage on the handlebar for more responsive handling (too much can make steering feel erratic). While total reach includes your stem length, increasing just the bar reach changes the distance to the drops and hoods without changing the position of the bar top.

Width Your hand placement can alter how quickly your bike responds to steering input. A narrow stance reduces your leverage and can lead to shaky steering. A wider grip improves stability, but too much separation can focus stress on your shoulders and neck.

Shape The bend of your hooks affects your grip on the bar and your body position. A pronounced bend will put you in an aero stance, but a drop that is too deep can make it hard to keep your head up to see down the road.

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FEATURED RACE

GARDEN ROUTE TRAIL SERIES

21 & 28 DECEMBER, GARDEN ROUTE TRAIL PARK, BARRINGTON, WESTERN CAPE, 30KM, 20KM, 10KM

GOING AWAY FOR THE HOLIDAYS? WHY NOT TRY THE GARDEN ROUTE IN THE CAPE – AND ENTER THIS EVENT WHILE YOU'RE AT IT.

It's made up of two series, one on the 21st and the other on the 28th. Both days offer the full range of events, and you can choose a different event on each day or do the same one twice. It's an occasion for the whole family, with entertainment for kiddies and a pumptrack for them to start honing their skills.

THE ROUTE

The single track snakes through forests and over streams, surrounded by ferns with the occasional forest tunnel. Berms, undulating rollers and river crossings will keep you exhilarated.

THE TERRAIN

The 10km route has both jeep track and single track suited to a family ride. The 20 and 30km routes are where things get interesting; all the jeep track and gravel has been removed and replaced with single track, ensuring a fast, flowing ride for the majority of the race. But the distances on these two are deceiving, as they feel about 10 to 15km longer than they actually are. The longer rides both start on a hill, before making their way down to the Garden Route. **B**



WHERE TO STAY

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The perfect place if you're a couple or a group wanting to get away from the hustle and bustle. Five self-catering cottages each sleep six, and each comes with a wood-burning stove, braai area, and wooden floors to give you the authentic farm-life feel. For a more personal touch, couples can book the old stone forge, now turned into a cozy living area. Wifi is available on request.

CONTACT

Claire 044 850 1173 / 082 461 7669
Email: claire@oakhurst.co.za
Web: www.oakhurst.co.za

NIEU-WHERRY MEADOW

This guesthouse is situated just outside the Knysna Forest, and has three rooms that can be self-catering or B&B. There's a bit of Zen to the place, as the room names suggest: the Love Room is a cozy living space that sleeps two adults (but comes with a sleeper couch too). The Faith Room is similar, but a little cheaper. Then there's the Peace Room, more of a flat, with upstairs room and bathroom.

CONTACT

Shaun 083 785 9338
Hanlie 083 710 8365
Email: info@nieu-wherry.co.za

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For an award-winning experience, visit this lodge, also situated close to the Knysna Forest. There are five two-bedroom chalets to choose from; each comes with TV, fireplace, braai area and fully equipped kitchen. You can also escape for a quick ride on the nearby MTB trail, and there are rock pools and picnic spots close by.

CONTACT

Reservations
Tel: 082 456 1338 (office hours)
Email: stay@forestedge.co.za

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WESTERN CAPE

21 and 28 December
Garden Route Trail Series

Heading up the Garden Route over the festive season? Perfect! For the second year running, the Garden Route Trail Park is putting on a two-series event, on 21 and 28 December. With 10, 20 and 30km trail rides, there's something for all. The 20 and 30km races consist purely of purpose-built, manicured single track – no gravel roads. There is also a huge pump track for the kids to keep themselves entertained on. It's the perfect way to burn off all those Christmas kilojoules! More info at www.gardenroutetrailpark.com

– Renay Groustra



MPUMALANGA

13-16 December
The Sabie Experience

Set in the hills of Mpumalanga, this race offers a few options: As a solo rider you can compete in all four stages, but as part of a team it's possible to race either two or three days. It starts with a time-trial prologue; stage two is 48km up to Spitzkop, while stage three is 75km of high-altitude riding to Hartebeesvlakte. The final stage is only for solo riders; but as it's a public holiday, anyone can enter on the day for the 65km, which includes the Mumba switchbacks, among other well known sections.

More info: www.sabiexperience.co.za
– Nic White



KWAZULU-NATAL

7 December
Stihl Sharks Trail Adventure

With the MTB season out of the way, there's no better way to spend a day with the family than riding the trails of the Summerveld Estate and surrounding areas. Though it's one of very few races in December, the quality of riding definitely rivals some of the mid-season events. Not only are there 40km and 20km races, there are 10km family and 2km kids rides, and an additional trail-running event – plus entertainment and lifestyle activities after. What are you waiting for? For more info, visit www.sharkstrailadventure.co.za.

– Bryan Powell

★★★★★
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Contact Michelle Coetzee 079 879 7394, admin@trisport.co.za
Web trisport.co.za
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KWAZULU-NATAL

MTB

7 December
STIHL Sharks Trail Adventure 40km, 20km, 10km
Summerveld Estate
Contact Stu Berry stu@impiconceptevents.com
Web: sharkstrailadventure.co.za

FREE STATE

MTB

6 December

Anatomic Dirtmax MTB Series

60km, 30km, 10km, 4.5km
Stonehenge in Africa, Parys
Contact Belinda Basson 056 817 6445, info@dirtmax.co.za
Web dirtmax.co.za
Online Entries cycleevents.co.za

27 December

Rhino River Run 60km, 30km, 15km, 10km, 5km
Inloop Game Farm
Contact Rene 082 837 8880, entries@rhinoriverrun.co.za
Web rhinoriverrun.co.za
Online Entries rhinoriverrun.co.za

WESTERN CAPE

MTB

12 December

PPA Tread Lightly Twilight MTB Ride 20km, 10km, 4km
Backsberg Wine Estate
Contact PPA 021 689 8420, marketing@pedalpower.org.za
Online entries pedalpower.org.za

21 & 28 December

Garden Route Trail Series
30km, 20km, 10km
Garden Route Trail Park, Barrington
Contact Rob Dormehl 082 802 8103 or info@gardenroutetrailpark.com
Online Entries gardenroutetrailpark.com

31 December

Great Brak Grabadoo

66km, 42km, 31km, 15km
Peperboom Restaurant, Great Brak River
Contact Mimi Finestone 084 5833 144, mimi@gojipr.net
Online Entries onlines.co.za

MULTI-STAGE

7 December

Spur Adventure Sprint Race #6 Oak Valley Estate, Elgin
Contact Quantum Adventures 021 789 0188, info@quantumadventures.co.za
Web quantumadventures.co.za

7 December

Spur Adventure Duo #6
Oak Valley Estate, Elgin

MPUMALANGA

MTB

13 December

Sabi Experience 220km, 140km, 80km
The Floreat Riverside Lodge
Contact Sandy Korb race-office@sabiexperience.co.za
Online Entries sabiexperience.co.za



SUPERSPORT 2, YOUR 24-HOUR CRICKET ALL-ROUNDER.

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INTERNATIONAL:

AUS vs RSA SERIES:
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AUS vs IND SERIES:
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NZ vs SL SERIES:
NZ vs PAK SERIES:
AUS/ENG/IND TRI-SERIES:
ICC CRICKET WORLD CUP 2015:

5 – 23 NOV 2014
26 OCT – 28 NOV 2014
2 – 16 NOV 2014
11 NOV – 17 DEC 2014
4 DEC 2014 – 7 JAN 2015
17 DEC 2014 – 28 JAN 2015
26 DEC 2014 – 29 JAN 2015
31 JAN – 3 FEB 2015
16 – 26 JAN 2015
14 FEB – 29 MAR 2015

DOMESTIC:

RAM SLAM T20 CHALLENGE:
MOMENTUM ONE-DAY CUP:

2 NOV – 13 DEC 2014
23 JAN – 16 FEB 2015

Please check DStv guide for updated broadcast details

The Frame

PHOTOGRAPH COURTESY OF @JENNINGSALABANZA



CYCLING WITH THE BOYS ONE LATE SUNDAY AFTERNOON IN A FARMING AREA CALLED DUDFIELD, IN THE NORTH-WEST PROVINCE. THE TRAIL WAS CARVED AND BUILT BY US AND WE CALL IT THE CATTLE ROUTE. I LOOKED BACK AS I WAITED FOR THE OTHERS, AND SAW THAT THE CLOUDS MADE A PERFECT BACKDROP – I COULDN’T RESIST TAKING A QUICK SHOT.

SUBMITTED VIA @JENNINGSALABANZA

➔ Share your good times with us on Instagram. Tag your ride photos to @Bicycling_SA using the hashtag #BicyclingFun and you could be featured in an upcoming issue! [Remember to mention where the shot was taken!]

ELBOW PADS SOLD SEPARATELY

MATT HUNTER KNOWS ALL ABOUT THE ENDURO'S ROOST-THROWING 29ER CONTACT PATCH, DIALED ALL-MOUNTAIN GEO, AND THE SNAPPY REAR TRIANGLE FOR QUICK CORNERING. ONCE AGAIN, THE ENDURO HAS CHANGED THE GAME. SPECIALIZED.COM



1



NO SHORT CUTS

We didn't make your bike so you can talk about it. Or look at it. Or tinker with it. We made your bike so you can forget about it. Because when it's just you on the kind of trail that makes your heart pump so loud you can hear it, the best bikes are the ones that disappear, and let you experience the thrill.

